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Early  
History and Reminiscences

OF

CATASAUQUA

IN

PENNSYLVANIA

BY

WILLIAM H. GLACE

1914

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Catasauqua

PA. 1914





WILLIAM H. GLACE



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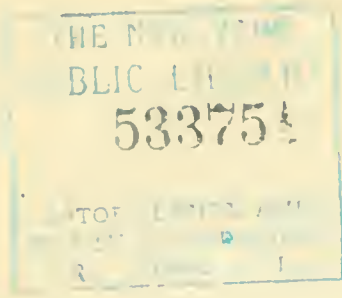
Early  
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1914  
SEARLE & DRESSLER CO., INC.  
PRINTERS AND PUBLISHERS  
ALLENTOWN, PA.

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TO THE  
MEMORY OF MY PARENTS

This Compilation is  
AFFECTIONATELY DEDICATED

## PREFACE

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When I was a boy, my attention was drawn to the early history of this community by my parents, my grand-parents, and my great-grand-father in narrating to me occurrences, incidents and reminiscences which related to local affairs on both sides of the Lehigh River. My mother's great-grand-parents (the Mickleys) located in Whitehall township near Egypt along Coplay Creek in 1733, and her grand-parents (the Swartzes) in the Irish Settlement along Dry Run in 1787. My father migrated from Mauch Chunk to Biery's-Port in 1830; I was born on the Christian Swartz plantation in 1839; and my parents established their residence at Catasauqua in 1845; and here I have been until now, excepting my absence from home while serving in the Civil War from 1861 to 1864.

I was admitted to the Bar of Lehigh County in 1868, and, during a long practice of my profession as an attorney-at-law at Catasauqua since that time, my business related almost wholly to the settlement of estates and the transmission of title to property in the borough and the surrounding townships; and, besides being thus identified with local affairs as a legal adviser, I was practically concerned for a time in the administration of the local government as a Justice of the Peace and Chief Burgess. It was in this manner that I became thoroughly familiar with all the

important matters and things of the community, not only of a financial and political nature, but of an historical nature as well.

With this knowledge of the early local affairs, quite naturally, therefore, when the people of Catasauqua determined to celebrate the "Seventy-fifth Anniversary" of the founding of the town, I united with other interested citizens to make the necessary preparations for the extraordinary occasion; and now, as the Chairman of the Historical Committee, I submit this compilation, limited to the "Early History," as my contribution towards its proper observance. It will be noticed that I confined the compilation to the times anterior to the Civil War, excepting several prominent matters which I could not well present only partly described.

WILLIAM H. GLACE.

February 12, 1914.

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# Early History and Reminiscences

OF THE

## BOROUGH OF CATASAUQUA

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ORIGINAL TITLE—The Borough of Catasauqua is situated on a part of 10,000 acres which William Penn, the Proprietary of Pennsylvania, devised to his daughter Letitia, who afterward married William Aubrey, of London, England, and in 1731 they granted and conveyed this land to John Page. Some months afterward, Page secured a warrant, dated at London, Oct. 10, 1731, to take up 2,723 acres of the 10,000 acres, and in pursuance of this warrant, Nicholas Scull, on Oct. 10, 1736, surveyed and set apart the same for him. The patent from the Proprietaries to Page erected the tract of 2,723 acres into a Manor, by the name of "Chawton," in the following words:—

"And we do further by these presents and by virtue of the power and authorities granted by the Royal Charter to our Father William Penn, Esq., by his majesty, Charles the Second, erect said tract into a manor and to call it 'Chawton' and so from henceforth we will have it called, and reposing trust and confidence in the prudence and ability and integrity of the said Page and his loyalty to our sovereign, Lord George the Second, do give and grant unto the said John Page, his heirs and assigns, full power and authority to erect and constitute with the said manor a Court Baron with all things whatsoever which to a Court Baron do belong, and to have and to hold view of Frank Pledges, for the consideration of the peace and better government of the inhabitants within the said Manor by the said John Page, his heirs and assigns, or his or their stewards lawfully deputed and generally to do and to use all things which to the view of Frank Pledges do belong, or may or ought to belong: To be holden of us, our successors, proprietors of Pennsylvania, as of the signory of 'Windsor' in free and common socage by fealty or in lieu of all other services, yielding and paying

therefor yearly unto us, ourselves and successors, one red rose on the 24th day of June in every year from hereafter in the City of Philadelphia to such person or persons as shall from time to time be appointed to receive the same."

John Page died aged 60 years. He was by profession an attorney, and as such acted for William Penn's heirs. He also owned another tract of 1,500 acres, adjoining the 2,723 acre tract. He acted as agent for William Penn from 1707 until his decease in 1718. The 1,500 acre tract was given for services rendered but was not invested with the right of a Court-Baron.

John Page by his will, bearing date July 18, 1741, devised all his land and estate in Pennsylvania to Evan Patterson, of Old Broad Street, in London, who, by Letter of Attorney, dated July 7, 1750, appointed William Allen of the city of Philadelphia and William Webb of the county of Chester, his true and lawful attorneys, to bargain, sell and convey any lands in his name.

There has been some controversy as to whether the Manor was called "Chawton" or "Charotin." It is true that in some of the older deeds at Easton Recorder's office the word is written "Charotin;" but local antiquarians, who have paid some attention to this matter, agree that it was written wrongly by some scrivener or written illegibly, so that the clerks in the Recorder's Office wrote Charotin for what was or meant to be "Chawton;" for it can be seen that if the letter "w" were not written plainly it could easily be meant for "ro," thus making it Charotin.

Among the names of the early settlers and purchasers of this tract are the following: Thomas Armstrong, Robert Gibson, Robert Clendennin, Joseph Wright, John Elliott, Andrew Mann, George Taylor and Nathaniel Taylor, all Irish names, showing that the town is situated within the bounds of the original Irish Settlement.

Nathaniel Taylor resided on the Lehigh River, north of the town, at "Dry-Run." In his will at Easton, he mentions the spring on the Lehigh, south of Dry-Run. This tract was purchased in 1787 by Christian Swartz of Longswamp township, in Berks county. The writer was born here and is a great grand son of said settler. Swartz's Dam takes its name from him.

It was long supposed that Nathaniel Taylor was the father of George Taylor, but later investigations go to show that his father never left Ireland.

The Armstrong tract contained about 330 acres. The greater part of this is now owned by the descendants of Jacob Deily. It was previously purchased in 1767 by George Taylor.

The Robert Gibson tract contained 193½ acres and included the Paul Faust farm. Part of this land is now owned by the Lackawanna Land Co.

That portion of the original tract in which the greater part of the town was first built appears to have passed into the possession of Andrew Hower and Marks John Biddle, of Philadelphia, who secured possession of 190 acres at a Sheriff's sale in 1795. Frederick Biery made his purchase from Biddle in 1795. Biddle also sold some portions of his land to Ziegler, who sold to Biery and Kurtz.

Hower retained a small amount of the land situated at 3rd and Walnut streets until 1823, when he sold it to John Peter.

IRISH SETTLEMENT—Rev. Leslie Irwin stated in a letter to David Thomas (in which he requested the privilege of preaching in the Old Church of the Irish Settlement), that, according to the original grant to the Irish settlers, it extended from Siegfried's to Koehler's at the locks, one mile below Catasauqua, and this was confirmed by Rev. Mr. Clyde in his

history of this settlement, and extended in the form of a trapezoid beyond Bath.

A peculiarity of these people was an innate disposition to argue, for some of them were educated, and, while the Pennsylvania Germans delved and dug, they themselves would not toil hard, but would discuss the possibilities of the French and English War in Canada, and the prospect of a war with the mother country. They established a small academy on the Monocacy creek which was the fore-runner of the Lafayette College at Easton. When the Revolution came, they responded patriotically, and their pastor, Rev. John Rosburgh, organized a company and fell at the Battle of Trenton. Their disinclination to manual labor caused them to sell their farms when good prices could be obtained, and in almost every case, a Pennsylvania German was the purchaser, so that by the year 1800 not an Irish owner of land was left along the Lehigh river, nor within two or three miles of it.

This disposition asserted itself for years afterward, and now there are only a few descendants living in the settlement. As they sold their farms they went to Central Pennsylvania and the West, where land was cheaper.

Another important factor was their inter-marriage amongst themselves (very few marrying out of the Colony) and the sterility of the families was a natural consequence.

INDIAN RELICS—Very few relics of the past have been found in the vicinity of Catasauqua. When the Lehigh Valley R. R. was constructed an Indian skull was found on the bluff below the station, surrounded by boards, pipe and other relics.

Opposite the mouth of Coplay creek, when the Canal was dug, many arrow-heads of flint were found, showing that the Indians had made these

arrow-heads where the spring flowed into the Lehigh river.

Joseph Miller (who lived in the old stone house on the road to Hokendauqua, above the cemetery gates), told me shortly before his death in 1866 that he heard his grand-father say that there was an Indian burying ground on the lowlands and while standing on the hills on the opposite side of the river and peering through the heavy under-brush and evergreens, he saw at different times parties of Indians bury their dead at that place.

WEISER LETTER—I found the following remarkable letter amongst my papers relating to local history which I have had in my possession since 1858. The predicted incursion occurred in 1757, and again in 1763. Some of the barbarous cruelties of the Indians during the latter were inflicted upon the inhabitants of Whitehall township in the vicinity of Egypt, several miles northwest of the Irish Settlement. This malicious attack resulted from the deception practiced upon the Indians in the “Walking Purchase,” conducted by the Provincial Government in 1737, when their land was taken under an agreement, lying between the Delaware and Lehigh rivers, and extending from the “fork” at Easton to the Blue Mountains. It included the Irish settlement.

Gentlemen:—I am from good authority informed that the enemy Indians have attacked the Frontiers in Northampton county and that intelligence has been given to an officer of credit by a Friend Indian that a considerable body of French and their Indians design again to invade the Province and a number are on their way to fall afresh on the Minnisinks or parts adjacent. The particular view of the Ohio Indians at this time, as it is reasonably supposed, is to obstruct the Susquehanna Indians in their treaty with the English and to prevent thereby a well-established peace between them.

How the forces, within the battalion I have the honour to command, may be disposed of, upon the expected incursion of the savages and the French who prompt them with a cruelty equal to that of the barbarians, I cannot say; but you may depend on it that I

shall ever endeavor to serve the country by doing all in my power to succour every distressed part as soon as possible.

But, gentlemen, you must know that the number of forts which are on the east side of the Susquehanna will require a very large part of the First Battalion to garrison them and to allow of scouting parties to watch the motions of the barbarians. It will therefore be necessary that the inhabitants should do all in their power to defend themselves and neighbors against an enemy whom we know by experience to strike great terror wherever they commit their ravages.

I recommend it to you to persuade your neighbors to associate themselves immediately into companies under discreet officers of their own choice, that we may be able to preserve our own and the lives of our tender wives and children. Great must be the advantage we shall give the enemy if we are unprepared upon their sudden invasion.

It needs not much reflection upon what happened about 16 months ago to bring to your minds the amazement and confusion with which the spirits of our people were affected upon a sudden incursion of Indians of whose numbers we were never well informed. It would appear as if I had an ill opinion of the disposition of my countrymen to suggest any special motives upon this occasion.

I only pray that Divine Providence may direct you to proper measures and then you can not fail of success in an endeavor to serve your country. In which service you may depend on my promise that you will be ever joined by

Your most humble servant,

CONRAD WEISER, L. Col.

ATTEST: WM. PARSONS.

Reading, April 27th, 1757.

**EARLY RESIDENTS**—Prior to the establishment of the iron-works, this locality, which was known as Biery's Port, was settled in about the same degree as the surrounding country, the few residents having been farmers with one or two exceptions. There were only four families owning the ground on which the town was originally incorporated, the Bierys, Fausts, Peters and Breischs, and of these, one family, Fausts, resided beyond the present borough limits. The Deilys lived in the old stone house, south of the creek, which was built in 1767; and Mr. Kurtz, east of town, on a farm.

The Bierys (Frederick and Henry) had come to the locality soon after 1800, and bought the stone mill,

afterward owned by William Younger, and since 1897 by Mauser & Cressman, who then rebuilt it and have since carried on the business. Henry Biery soon removed to New York; but Frederick remained and exerted his energy in making many improvements in the neighborhood. He carried on what was known as Biery's Ferry, and in 1824 built a chain bridge, which was swept away by the high water of 1841. It was rebuilt the same year, and in the progress of the work Daniel Tomblor received injuries from which he died. This chain bridge of 1841 was taken down and a wooden bridge erected in its place in 1852, which was destroyed by the flood of 1862, when the second wooden bridge was erected. He built a stone tavern (still standing and occupied as a private house) in 1826, and a stone building of the same material (also standing) in 1835; also a stone house in 1830, now occupied by Frank Mauser. Thus a little cluster of buildings was in existence at the east end of Biery's Bridge. His sons were Daniel, Jonas, Solomon, David and William; and his daughters were the wives of N. Snyder, Samuel Koehler and Jacob Buehler. Solomon inherited his father's energy, and was during his whole life an active character. He carried on a tavern for many years. Jonas was engaged in the lumber trade.

John Peter lived at what is now the corner of Bridge and Front streets, and this spot is still marked by his old stone barn. He moved to this location in 1823 from Heidelberg (where he was born in 1799), and bought his small farm of Andrew Hower, at first occupying a house which had been built by John Zoundt, and afterwards erected a stone dwelling. He followed weaving for nine years, and was one of the first lock-tenders for the Lehigh Coal and Navigation Co. In 1851 he moved away and died at Allentown.

The Faust family had been long settled just north of the borough boundary. The first representative

of the family here was John Philip Faust. Jonas, his son, after his death, about 1831, received his lands, and, dying two years later, the farm was accepted at its appraised value of fifty dollars per acre by his son Paul, who lived upon it until his death, in November, 1883. A portion of his land was divided and sold in town lots.

Paul Faust was born Sept. 30, 1809, and died at the homestead in Allen township, immediately outside of the limits of the borough of Catasauqua, on Nov. 12, 1883, aged 74 years, 1 month and 12 days.

At the time of his birth and early manhood the surrounding country was but thinly settled, his nearest neighbors on the south being John Peter and Frederick Biery, while those on the north were Michael Fenstermacher and John Swartz; on the east the Kurtzes, and on the opposite side of the river the Miller, Mickley, Butz and Biery families. His great-grandfather, Henry Faust, purchased the farm (originally 193½ acres) of Robert Gibson, a Scotch-Irish settler, who owned 2,723 acres in Allen township, embracing all the land from a point near Bridge street to Stenton, west of the Howertown road.

Prior to the Revolution, the lands hereabouts on the east side of the west branch of the Delaware (as then called) were all owned by Scotch-Irish settlers: south of Bridge street to Taylor's land was owned by Jos. Wright; that east of Howertown Road, in Hanover township, by Robert Clendennin, while that north of Gibson's large tract being owned by Andrew Mann.

The immense immigration from the Palatinate at the invitation of Penn and his agents in the early part of the 18th Century, as well as the large number of Hessians who settled lower down the river after the battle of Trenton, began to crowd out the Irish settlers even at that early day, until now there remains but few of the broad acres of Northampton county in the possession of their descendants.

Their large farms were cut up in smaller tracts, and under the stubborn will, patient plodding, and untiring industry, characteristic of the race, transformed the wilderness and forest into the rich agricultural lands of to-day.

Among these early settlers was Henry Faust, born in Albany township, Berks county. He was the son of one of two brothers, Bastian or John Faust, who landed at Philadelphia at an early period of the immigration from the Palatinate, and settled in Berks county. He died April 14, 1795, and left to survive him a widow and eight children. The eldest son, John Philip, the grandfather of Paul Faust, accepted the land at the appraisement and built the old stone mansion (still in good condition) and purchased a tract of five acres which was afterwards sold to Mr. Kratzer, and Mr. Kratzer sold to John Peter, who, in addition to managing his small farm, carried on the business of weaving. In addition, John Philip Faust purchased 5 acres of land from Yarrick Rockel (now bounded by Third, Pine and Walnut streets to Howertown Road), while about 11 acres were sold to the Lehigh Coal and Navigation Co. to build the dam and canal to supersede the floating of arks of coal down the river.

Upon his death, July 12, 1832, he left to survive him a widow and four children, the eldest of whom, Jonas Faust, accepted the land at the appraisement at \$55 per acre, being the upper tract, while Elizabeth Knauss, his sister, accepted the lower tract of 60 acres, and soon after sold to John Peter, who thus increased his acres to 75, and all of which, less some lots sold, passed into the possession of David Thomas about 1850. Jonas Faust died the following year and left to survive him a widow and seven children, the eldest, Paul Faust, the subject of our article, accepted, on Jan. 24, 1834, the land at the appraisement of \$50 per acre.

Paul Faust was at this time 24 years of age, and took upon himself a burden few, at that time of scarcity of money and poor markets, would undertake, and a less sturdy man would have despaired of retaining the land; for, in addition to the recognizances entered into to secure his brothers and sisters, there were those of his father who had died soon after his acceptance of the land, and three dowers. viz.: his great-grandmother, Catharine, widow of Henry Faust, who lived long on the place in a small house, afterwards occupied by Jesse Brown, at the lower spring, now the site of F. W. Wint & Co.'s planing-mill, and afterwards married a farmer named Huth, who died at an advanced age in Moore township, near the Blue Mountain; the dower of his grandmother, Barbara, who died Oct. 4, 1842, at the residence of her daughter, at the stone mansion still standing near the entrance of the bridge across the Lehigh from Stemton to Coplay; the dower of his mother, who subsequently married Henry Breisch, and is remembered by the earlier residents, who occupied the farm of 11 acres and the old stone house at the corner of Third and Bridge streets, which was built at an early day and owned by a farmer named Gross.

David Thomas came here in 1839 and he started the town of Catasauqua, but it was a half-mile across the fields from his farm to the works, with the Peter's farm between. There was no road where Front street now is; the road led from the dam along the canal west of the house, crossed present Front street where Chapel street intersects, and was laid out at an early day in a direction due east, passing where the chapel of the First Presbyterian Church stands, and along north side of the Breisch farm-house to the Hometown Road where it intersects with the road to Bethlehem, which passed the farm-house of Henry Kurtz.

Prior to 1860, Paul Faust had sold a lot to the Catholic Church, and a few others south of Chapel

street, on Front and Second streets, which helped him to pay off some of his liabilities. Lots, however, were cheap, and it was not until 1865 that he was fairly out of debt. The last dower was paid off in 1870 upon the death of his mother at Allentown, where she had removed with her second husband at the time of the sale of their land to David Thomas about 1847.

By the rapid extension of the town northward, at the close of the Civil War, Paul Faust sold about 45 acres, besides the new canal tract, to the Lehigh Coal and Navigation Co. for town lots, the greater portion lying in Northampton county, and by the time of his death, he accumulated considerable wealth, his land, prior to the panic of 1873, being valued by good judges at \$75,000.

He was the oldest of seven children, the others being Joseph (South Whitehall); Reuben (Catasauqua); David (president Union National Bank of Philadelphia); William (Allentown); Elizabeth Laub (Kreidersville); and Maria Koch (Allentown). He was married Jan. 6, 1835, to Amelia Breinig, born Sept. 7, 1816, in Longswamp township, Berks county, one of twelve children (having had eight sisters and three brothers). She was the daughter of George Breinig and Polly Wetzell. He had five children: Amy Borger (Peru, Ill.); Walter; Jane Koehler (Easton); M. Alice and Clara B.

His form was familiar to all the residents. He possessed strong physical and mental characteristics, which, if fortune had smiled more kindly upon him in his earlier years, would have made him a successful man in any sphere of life. Of more than average size, a positive man of strong likes and dislikes, his confidence was slow to obtain, but when once gained it could not easily be shaken. His nature was too kind and easy, however, for a successful financier, and he was therefore often imposed upon in monetary matters by designing, unscrupulous men. He had strong

domestic tastes, was retiring in his habits, and his life was a singularly pure one. None can say that he was ever heard to speak disparagingly of or to his fellow-men.

Henry Breisch was a stone-mason and lived where Dr. Daniel Yoder now lives, and owned 10 acres of land surrounding his home. At the time the town was laid out, a road extended up the hill from the Faust farm-house, past Breisch's home, and onward to the Howertown Road. The land on the gentle slope, where are now the best residences of Catasaunqua, was in part tilled and in part rough pasture land, in many places overgrown with brush and trees. Among the first settlers after the establishment of the iron-works were the Williams family, the Fullers, James Lackey, Joshua Hunt, Joseph Laubach, Peter Laux, Charles G. Schneller and Nathan Fegley. [See Thomas and Contemporaries.]

David Williams, father of Thomas (who was killed on the railroad in 1872), David (superintendent of the Union Foundry), John (cashier of the Crane Iron Co.), and Oliver (president of the Catasaunqua Manufacturing Co.) came here in 1840 from Wales, and took a contract for moulding with the Crane Iron Co. His death occurred in 1845.

Nathan Fegley came here soon after Mr. Lackey, and opened a store. Afterwards he kept a temperance hotel, and in addition to his mercantile business opened the first lumber and coal-yard in Catasaunqua. He left in 1854, and his store passed into the possession of Weaver, Mickley & Co., a firm which was composed of V. Weaver, Edwin Mickley, Samuel Thomas and John Thomas.

In 1847, Joseph Laubach came here from Allen township, adjoining Hanover, and opened a store near Biery's Bridge. In 1850 he bought the property, where, two years later he started the Eagle House, which was the next hotel after that carried on by the

Bierys. The Catasauqua House was built by Jesse Knauss about the same time; the American House by Solomon Biery in 1856; and the Pennsylvania House about 1857.

Charles G. Schneller started in business in a small way on Second street and Mulberry alley in 1848. In 1854 he moved to Front street, where he sold stoves and hardware for 30 years. He was a native of Bethlehem, and came to Catasauqua from Bucks county.

Other early merchants were Getz & Gilbert, who established themselves in 1854; Peter Laubach, who opened a store shortly afterwards; and Joseph and J. W. Swartz, who began in 1856.

Morgan Emanuel, a native of Wales, was another early resident, who did much towards the development of the town. He died April 11, 1884, aged nearly 80 years.

CRANE IRON WORKS—The Lehigh Coal and Navigation Co. was organized in 1818, and after operating their coal beds and canal for twenty years, in which time they had increased their production and transportation of 1,000 tons in 1821 to 224,000 tons in 1837, they quite naturally considered the propriety of encouraging the establishment of industries along the Lehigh river for the consumption of their coal. They, therefore, in 1838, offered the valuable water privileges of the river from the Hokendauqua Dam to the Allentown Dam to any persons who would expend \$30,000 in the erection of a furnace and run it successfully for three months by the exclusive use of anthracite coal.

This offer led to the organization of the Lehigh Crane Iron Co., which included members of the Coal and Navigation Co., and, in the Fall of 1838, Erskine Hazard (one of the leading spirits of the Iron Company), went to Wales for the purpose of securing a competent person to come to the United States in their interest and superintend the erection of furnaces.

He there met George Crane (proprietor of the Crane Iron Works at Yniscedwin) who recommended David Thomas, an expert employee for 20 years, and they called to see him.

**THOMAS AGREEMENT**—At first, Thomas was reluctant to leave his native land, but, influenced by a liberal offer, besides the consideration that his sons would have better opportunities in America than they could hope for in Wales or Great Britain, he consented and on the night of the last day in the year 1838, he entered into an agreement with Mr. Hazard, which was as follows (including a supplement made afterwards at Philadelphia) :

**MEMORANDUM OF AGREEMENT** made the thirty-first day of December, 1838, between Erskine Hazard for the Lehigh Crane Iron Company of the one part and David Thomas of Castle Dhu of the other part.

1. The said Thomas agrees to remove with his family to the works to be established by the said company on or near the river Lehigh and there to undertake the erection of a blast furnace for the smelting of iron with anthracite coal and the working of the said furnace as furnace manager, also to give his assistance in finding mines of iron ore, fire clay, and other materials suitable for carrying on iron works, and generally to give his best knowledge and services to the said company in the prosecution of the iron business in such manner as will best promote their interests for the term of five years from the time of his arrival in America, provided the experiment of smelting iron with anthracite coal should be successful there.

2. The said Hazard for the said company agrees to pay the expenses of the said Thomas and his family from his present residence to the works above mentioned on the Lehigh and there to furnish him with a house and coal for fuel—also to pay him a salary at the rate of Two hundred pounds sterling a year from the time of his stipend ceasing in his present employment until the first furnace on the Lehigh is got into blast with anthracite coal and making good iron and after that at the rate of two hundred and fifty pounds sterling a year until a second furnace is put into operation successfully when fifty pounds sterling shall be added to his annual salary and so fifty pounds sterling per annum additional for each additional furnace which may be put into operation under his management.

3. It is mutually agreed between the parties that, should the said Thomas fail of putting a furnace into successful operation with anthracite coal then, in that case, the present agreement shall be void and the said company shall then pay the said Thomas a sum equivalent to the

expense of removing himself and family from the Lehigh to their present residence.

4. In settling the salary four shillings and six pence sterling are to be estimated as equal to one dollar.

In witness whereof the said parties have interchangeably set their hands and seals the date above written.

ERSKINE HAZARD [SEAL]  
for Lehigh Crane Iron Company

Witness: DAVID THOMAS [SEAL]

ALEXANDER HAZARD.

It is further mutually agreed between the Lehigh Crane Iron Company and David Thomas, the parties to the above written agreement, that the amount of the said Thomas salary per annum shall be ascertained by taking the United States Mint price or value of the English Sovereign as the value of the pound sterling, instead of estimating it by the value of the dollar as mentioned in the 4th article and that the other remaining articles in the above written memorandum of agreement executed by Erskine Hazard for the Lehigh Crane Iron Company and David Thomas be hereby ratified and confirmed as they now stand written.

In witness whereof the President and Secretary of the Lehigh Crane Iron Company by order of the Board of Managers and the said David Thomas have hereunto set their hands and seals at Philadelphia the second day of July, 1839.

DAVID THOMAS [SEAL]

In presence of  
TIMOTHY ABBOTT.

It should be mentioned in this connection that Solomon W. Roberts went to Cardiff, Wales, in 1836, as an inspector of rails which were ordered by the Philadelphia and Reading R. R. Co. and other railroad companies. He visited the Crane Iron Works in May, 1837, and then informed his uncle, Josiah White, of the successful use of anthracite coal in the manufacture of iron there. He returned in November, bringing the details of Crane's plans and specifications illustrative of the process. He was asked to take up the manufacture, but declined and recommended that one of Crane's associates be employed. In accordance with his recommendation, Erskine Hazard, of the Lehigh Coal and Navigation Co., went to Wales in November, 1838, and Hazard secured the services of David Thomas.

In the Spring of 1839, Samuel Glace, while inspecting the canal along Biery's-Port, noticed a number of men standing on the east side of the canal, which led him to think that there might be a leak in its bed, and so he asked the lock-tender, Jonathan Snyder, who they were. He then recognized Owen Rice and Frederick Biery, and they introduced him to the strangers as gentlemen from Philadelphia. Shortly afterwards, he received orders from Mauch Chunk, to ascertain if there were any quick-sands along the canal at Biery's-Port. And these were the men who selected the site for the furnace where the first iron was made in America with the use of anthracite coal, which proved a commercial success.

The organization of the Lehigh Crane Iron Co., prior to Mr. Hazard's going abroad, had been only an informal one, and on the 10th of January, 1839, it was perfected at the first meeting of the board of directors. The board consisted of Robert Earp, Josiah White, Erskine Hazard, Thomas Earp, George Earp, John McAllister, Jr., and Nathan Trotter, and organized by electing Earp as president and treasurer, and McAllister as secretary.

In April they entered into articles of association, which are here appended, as affording some idea of the foundation on which this great company arose and flourished:

ARTICLES OF ASSOCIATION of the Lehigh Crane Iron Company, made and entered into under and pursuant to an Act of the Legislature of Pennsylvania entitled an act to encourage the manufacture of Iron, with Coke, or Mineral Coal, and for other purposes passed June the sixteenth, One thousand eight hundred and thirty-six.

Witness, that the subscribers, citizens of Pennsylvania, whose names are hereto affixed have associated themselves, under and pursuant to the act aforesaid for the purpose of making and manufacturing Iron, from the raw material with Coke or mineral Coal, and do certify and declare the articles and conditions of their association to be as follows:

ARTICLE 1.—The name, style or title of the Company, shall be Lehigh Crane Iron Company.

ARTICLE 2.—The lands to be purchased by the Company shall be in Northampton, or Lehigh county, or both.

ARTICLE 3.—The capital stock of the company shall consist of One hundred thousand dollars divided into two thousand shares of fifty dollars each, the whole of which has been subscribed for by the subscribers hereto in the number of shares set opposite to their respective names.

ARTICLE 4.—The sum of twenty-five thousand dollars being the one-fourth per cent. of the whole capital stock, subscribed for, has been actually paid in.

ARTICLE 5.—The remaining installments on the stock, already subscribed for shall be called in in such sums, and at such times and with such forfeiture for non-payment thereof as the Board of Directors may prescribe.

ARTICLE 6.—The Board of Directors shall consist of such a number of persons as the stockholders may from time to time prescribe.

ARTICLE 7.—This company shall be in all things subject to and governed by the provisions of the Act of Assembly, under which it is created and shall have the same, and no other, or greater powers, privileges and franchises than are conferred upon it by virtue of the said act.

Robert Earp.

Josiah White.

Erskine Hazard.

Thomas Earp.

George Earp.

John McAllister, Jr.

Theodore Mitchell.

Nathan Trotter.

Philadelphia, April 23, 1839.

THOMAS EMIGRATES TO PENNA.—Mr. Thomas sailed from Liverpool in May, 1839, on the ‘‘Roscius,’’ which made the unprecedented run of twenty-three days, and reached New York June 5th. He brought with him his whole family, including wife and children. Before leaving England he had had the blowing machinery and castings for the hot-blast made, and all were shipped except the two cylinders, which were too large for the hatches of the ship. So when the other machinery arrived the projectors of the works were as badly off as if none had been sent.

There was not at that time a foundry in the United States large enough to cast such cylinders as were needed. There were small ones at Allentown and Bethlehem. The company applied to the Allaire Works of New York and the Alger of Boston, but neither of them could bore a five-foot cylinder without

enlarging their works, which they were unwilling to do. Mr. Thomas then went to Philadelphia to the Southwark Foundry of S. V. Merrick and J. H. Towne, who enlarged their boring machinery and made the five-foot cylinders required.

Fire-brick were imported from Wales, there then being none manufactured in this country, and in August, 1839, ground was broken at Craneville (now Catasauqua) for the first furnace.

FIRST FURNACE STARTED—After many difficulties and discouragements, the furnace was finally blown in at five o'clock July 3, 1840. The ore was two-thirds hematite to one-third New Jersey magnetic. It was blown with two-and-a-half-inch nozzles, and the blast heat was six hundred degrees.

The first run of iron was made the 4th of July, and proved a great success. From this time on, the manufacture of iron by anthracite was successfully conducted at the Crane Works, and continuously except for the slight cessations common to all manufacturing establishments.

Furnace No. 1, in which the success of the new discovery was first fully demonstrated in this country, was forty-two feet in height, with twelve feet bosh. It was operaed by a breast-wheel twelve feet in diameter and twenty-four feet long, geared by segments on its circumference to a spur-wheel on a double crank, driving two blowing cylinders, five feet in diameter, with a six-foot stroke, worked by beams on a gallows-frame. The motive power was the water of the canal, the difference between the upper and lower levels of lock No. 36. The furnace remained in blast until its fires were quenched by the rising waters of the flood of January, 1841, a period of six months, during which time 1,088 tons of pig iron were produced. The largest output for one week was 52 tons.

The furnace was blown in again after the freshet. May 18, 1841, and continued in blast until Aug. 6, 1842, producing in this time 3,316 tons of pig-iron.

Mr. Thomas had been looked upon as a visionary and the remark was made by a leading charcoal iron-master that he would eat all the iron Mr. Thomas made with anthracite coal: but he didn't accept an invitation from Mr. Thomas to take a hearty dinner on merchantable pig-iron which was cooked in the Company's first furnace, and ready for him whenever he was prepared to eat it.

OTHER FURNACES ERECTED—This successful operation of their first furnace led the Company to increase their facilities, and they put up one furnace after another to supply the increasing demands of their trade, until they had six in operation, as follows:

|      |                |              |              |
|------|----------------|--------------|--------------|
| 1842 | Furnace No. 2. | 45 ft. high: | 14 ft. bosh. |
| 1846 | Furnace No. 3. | 50 ft. high: | 18 ft. bosh. |
| 1849 | Furnace No. 4. | 50 ft. high: | 18 ft. bosh. |
| 1849 | Furnace No. 5. | 50 ft. high: | 18 ft. bosh. |
| 1868 | Furnace No. 6. | 60 ft. high: | 17 ft. bosh. |

The first load of iron-ore was brought to the Works on April 30, 1840, by Henry Hoch: and this was hematite from the mine of Jacob Rice in Hanover township, Lehigh county. One was also brought during the first year from the mine of Nathan Whitely, near Breiningsville, in Upper Macungie township: and from the mine of John Kratzer, in South Whitehall township. In 1842, the celebrated Goetz bed was opened in Hanover township, Northampton county, and the first ore was taken to the Crane furnace.

The first magnetic ore was brought in 1840 from the Mount Hope mine in Morris county, N. J.

In the erection of the furnaces no machinery was used. Trees were cut down and set up as poles to which ropes and chains were fastened and these held scantling in place at intervals: planks were laid as a

floor on this scantling and on this floor heavy stones were carried or pulled up to the masons on small two-wheeled carts with long handles.

A large blowing-engine was afterward erected, because the water-wheels were not powerful enough to furnish blast for all the furnaces, even though a small engine had been erected at an earlier date. This necessitated more room, and Bridge street (which ran in a direct line to the Canal) had to be vacated and located as at present.

CANAL BRIDGE MOVED.—The next question was how to remove the canal bridge to the new location, and Samuel Glace, an experienced superintendent on the canal, solved it. He waited until the boating season was over; then he placed two empty boats under the bridge and drew the water from the canal, which put the boats on the ground; then he placed long blocks on the boats and covered them with planks; then the water was let into the canal, which raised the boats and put the bridge up in the air; and then the bridge was easily drawn to its new position.

PUBLIC INTEREST.—The manufacture of iron was quite a curiosity and down to the Civil War, for a period of 20 years, the Works were visited by many people of prominence. I remember Sir Morton Peto, Simon Cameron, Horace Greeley and Dom Pedro (Emperor of Brazil). The bridge house was at times crowded with people, and it became a custom of the villagers to come to the evening cast.

The girls at the Female Seminary of Bethlehem came here during the Summer in relays and some boys were detailed to escort them who took special care to lead them by the water-house, past the horizontal cylinders, which had two enormous doors or flaps, and these upon every revolution of the ponderous cog-wheels (driven by the water wheels) opened

with a fearful noise, which caused the maidens to shriek and jump away, to the great amusement of their escorts.

The teams which brought iron ore from the mines were sometimes more than two miles in length, reaching from the Crane Iron Co. scales out to Eberhard's Quarry on the Mickley Road. The roads in the county were made frequently impassable to the farmers and this reconciled them to the proposed C. & F. R. R. The magnetic ore was brought from New Jersey in loads and hoisted on an inclined plane by horse-power and then piled up in front of the furnaces 60 feet high.

The coal was piled up on the site of the new canal, opposite the Bryden Horse Shoe Works, in immense quantities. It was brought by boats, and in the Winter season placed on barrows which were then taken on huge scows to the furnaces, ready for use. This was done night and day during the entire Winter. On one of the midnight trips, Hugh Dougherty (a brother-in-law of the late Johnston Kelly) was missing, and found drowned. This was the first Catholic funeral in town. The interment was made at Easton.

Immense quantities of coal were also hoisted by buckets and piled in great heaps on the site of No. 6 Furnace (which was torn down in February, 1914.) The opening of the L. V. R. R. and of the C. & F. R. R. changed this and many costly improvements had to be made to meet these new conditions.

The six furnaces operated by the company for many years have been reduced to two. The men employed vary from 300 to 500.

The company erected numerous small two-story brick and frame dwellings in the First Ward of the borough for the convenience of its workmen, numbering altogether 95, put up at the same time as the furnace. It has also 5 dwellings in the 2nd Ward, 3 in the 3rd, and 1 in the 4th; total assessed, 104.

The company made an assignment in 1893; a re-organization was effected under the name of the Crane Iron Works, and passed under the control of the Empire Steel and Iron Co.

The main office of this enterprise was at Philadelphia from 1839 to 1895, then it was transferred to the Front street office at Catasauqua where it continued until 1908, when it was removed to the Empire Steel and Iron Co. building on Bridge street.

IRON CURIOSITIES—At the laboratory of the Crane Iron Co. there are two interesting curiosities on the side of the building which look like the mouths of two projecting cannon. They were placed there as mementos in 1907. They are abandoned tuyeres, which had been in the furnaces, through which the hot-blast was forced. The one next to the pavement was in the first furnace, erected in 1840.

THOMAS AND HIS CONTEMPORARIES—The following biographical sketches have been included in this narrative to show the character of the founder of Catasauqua and his contemporaries.

DAVID THOMAS was born Nov. 3, 1794, in the county of Glamorgan, South Wales. He was an only son and his parents gave him the best education which their means would allow, but this was confined to the rudimentary elements. He was very studious by nature and took much delight in the acquisition of knowledge. Not satisfied with working on a farm, he secured employment in iron works when 17 years of age and continued there 5 years, in which time he showed great aptitude for business. His progress was so great and his accomplishments as an iron-worker were so highly appreciated that he was selected in 1817 as the general superintendent of the blast furnaces connected with the Ynisedwyn Iron Works in the Swansea Valley, and also of its iron-ore and coal mines; and he filled this position for upwards of 20

years. During this time, he experimented successfully with the use of anthracite coal as a smelting fuel, and ultimately produced anthracite iron by the introduction of a hot blast into the furnace.

While he was developing his experience in the successful manufacture of anthracite iron at this establishment in Wales, enterprising capitalists connected with the Lehigh Coal and Navigation Company in Pennsylvania were considering means to develop their business in the Lehigh Valley, and in this behalf they offered valuable water privileges along the river to any persons who should lay out \$30,000 in erecting a furnace and run it successfully for three months by the exclusive use of anthracite coal for fuel.

*Selected Manager*—This great inducement led these capitalists to organize an iron company, which they named after the active proprietor of the works in Wales where Thomas was employed, and they delegated one of their associates, Erskine Hazard, to visit that establishment and secure a competent man to superintend the erection of such a furnace as was contemplated; and this resulted in employing Mr. Thomas. The Company selected Biery's-Port along the Canal, three miles above Allentown (afterwards named Catasauqua) as the locality for their great undertaking, and in one year after his arrival, Mr. Thomas demonstrated the practicability of producing iron successfully as a commercial commodity by the sole use of anthracite coal.

Since then Mr. Thomas has become recognized as the pioneer in this particular line of business in America, which directed much long-continued public attention to this locality. Quite naturally his accomplishment and its beneficent results to the community will be made a significant feature in the celebration of the 75th Anniversary of Catasauqua in the year 1914. Therefore, the manner of his first arrival is worthy of emphasis in this sketch.

*Visits Biery's-Port*—In pursuance of his agreement with the Lehigh Crane Iron Co., Mr. Thomas came to Pennsylvania, reaching Allentown with his family on July 9, 1839. Two days afterward, accompanied by his son Samuel (then a lad twelve years of age) he walked to Biery's-Port to see where it was proposed to erect the new furnace. When he reached the top of Frederick's Hill (now called Paeker's Hill), he stopped "to view the landscape o'er." In the distance he saw the Blue Mountains whose blue outline extended along the horizon with its great ridge broken by prominent gaps in several places.

The residence of George Frederick was at the foot of the hill where he lived with a number of stalwart sons in a two-story stone house, erected in 1757, and a few hundred feet north of it, near the entrance to Biery's Bridge (which crossed the Lehigh river) were the house and red barn of William Miller; while just across the river from Frederick's was the residence of Jacob Deily, formerly the home of George Taylor, a signer of the Declaration of Independence; and at the far end of the bridge was the hamlet of Biery's-Port, where two farm houses on a large plain seemed to be the only habitations directly north, and woods extended as far as the eye could reach to the right.

*Startling Noise*—While the prospecting Welshman and his son stood there, a loud noise from the vicinity of the hamlet startled them. Little Samuel, while in the great city of London, on the way to their new home beyond the sea, with the foresight which was characteristic of him in later years, had provided for such a supposed emergency by purchasing a gun, but, alas, at that moment of apparent peril, he recalled that it was among the family effects somewhere in a canal-boat on the Morris Canal, slowly moving towards this point and not just then available. After discovering the cause of this explosion, they decided to venture forward and soon reached the bridge which they

found to be constructed of chains, anchored at both ends and in the centre to heavy stone piers. They each paid a big copper penny to the toll gatherer (Daniel Tombler, ancestor of the Tombler family of this community), and, proceeding farther across the canal bridge, reached the hamlet which consisted of a grist-mill, saw-mill, fulling-mill, and several dwelling houses.

The middle stone building (which is still standing) was the hotel of the place, and Frederick Biery, the village nabob, sat there on a bench. Mr. Thomas entered into a colloquy with him and soon learned from him where the proposed furnace was to be erected. Hardly had he gotten this information, when, suddenly, that terrifying report again broke the prevailing quiet of the village, and turnig around quickly the agitated pedestrians in wonderment learned that it was caused by an upright saw in yonder mill, ripping into slabs, by means of water-power, a large log on the skids. Thence they walked to the site of the proposed new enterprise, and after inspeeting the place they returned afoot, late in the afternoon, to their hotel at Allentown, Haberacker's, now the Hamilton. A house was then rented for Mr. Thomas and his family (the site now of the Prince Furniture Co.) and there they made their home until the two-story frame dwelling at Biery's-Port was completed for them by the Crane Iron Co.

*Difficulties Surmounted*—It was late in the "Thirties" that the Lehigh Coal and Navigation Co. (which owned the great anthracite coal fields near Mauch Chunk) realized that they had no adequate market for their products. Locomotives were few in number and largely wood-burning. The entire number of stationary engines running in eastern Pennsylvania probably did not exceed twenty-five. A few spasmodic attempts had been made to smelt iron ore with the use of anthracite coal, but the success was

indifferent. The hour brought the man as heretofore, and Neilson's great idea of hot-blast having already been successfully applied to the smelting of iron ore with a similar coal in South Wales, it was at once decided by the Lehigh Company that they would make a market for their coal by adopting the process to smelt the abundant iron ores not far from the line of their canal. To accomplish this they organized the Crane Iron Co. with a capital of \$100,000 (a sum more difficult to raise then than twenty times that amount would be to-day); and under the superintendency of Thomas they came to erect their first anthracite furnace at Catasauqua.

One can hardly appreciate the difficulties that daily beset the manager; ores and fuels of unknown and varying constituents; no experienced help; no foundries or machine shops worthy of the name within reach; and weakly constructed blowing-engines which were continually breaking down. Hot-blast ovens of the crudest type, capable of heating only 500 to 600 degrees, were but a small part of this manufacturer's difficulties. After their pig-iron had reached market, it met customers who had no faith in it and often it could only be sold with a guarantee of faultless casting.

With the opening of the Lehigh Valley R. R. in 1855, a new impetus was given to the iron industry. Prior to that time, the furnaces were obliged to depend upon the canal for coal and for shipments of iron; and it was about this time that Thomas built the first of those minimum hot-pressure blowing-engines which afterward became the common type and allowed the use of the New Jersey rich magnetic ores.

*Founder of Town*—Mr. Thomas was prominently identified with the management and success of the Crane Iron Works for many years. He became the promoter of the large iron works at Hokendauqua,

which were named after him. He was interested in other enterprises here and elsewhere. He took much interest in the political, financial, religious and charitable affairs of the town, and therefore he came to be commonly recognized as its founder. He was particularly concerned in the establishment and success of the First Presbyterian Church of Catasauqua, and encouraged temperance and thrift amongst the numerous workingmen under him.

Mr. Thomas was married to Elizabeth Hopkins, daughter of John Hopkins, of Wales, and they had five children: Jane, Gwenny (married to Joshua Hunt), Samuel, John and David. He died June 20, 1882, in the 88th year of his age. His remains were deposited in the large Thomas Vault in Fairview Cemetery.

SAMUEL GLACE was born at Reamstown, in Lancaster county, Pa., on Oct. 12, 1805. He went from Conyngham, in Luzerne county, to Mauch Chunk, in the Lehigh Valley, in 1826, where he entered the employ of the Lehigh Coal and Navigation Co. In 1830 he took up his residence in Biery's-Port upon receiving the appointment of division superintendent of the canal from the "Slate Dam" at Laury's to the "Allentown Dam," and he filled this position for 10 years. Then he became the mining agent of the Crane Iron Co., which he served for many years.

Mr. Glace was the first person to produce hydraulic cement in the Lehigh Valley at Lehigh Gap, his son having prepared a paper on the subject for the Historical Society of Pennsylvania at Philadelphia. He was married to Isabella Swartz, of Allen township, and they had two children, William H. Glace (Attorney-at-law), and Amanda E. (married to Dr. Daniel Yoder), both of whom reside at Catasauqua. He died January 3, 1892, at the remarkable age of 86 years, 2 months and 21 days.

FREDERICK BIERY—I heard my grand-father, John Swartz, farmer of Allen township, state that Frederick Biery first introduced the custom of entertaining at funerals in this section of the country. It was at the time of the burial of a member of his own family. The interment was made at the church in Shoenersville, and there the announcement was first publicly made from the pulpit by the minister that the mourners and friends were invited to return to the home of Mr. Biery for the refreshment of man and beast. There the guests were arranged in rows in the yard and servants appeared, some with bottles of whiskey and glasses, and others with lunch consisting of bread, meat, pie, cake and coffee; and hostlers provided fodder for the horses. Thus was a custom introduced which prevailed hereabouts for many years. It became a necessity because the country was sparsely populated, and some of the relatives and friends were obliged to start early and travel far if they wished to attend a funeral.

Mr. Biery owned a large tract of land here and the site for the Crane Iron Co. furnace was purchased from him. He had five sons, Daniel, Jonas, Solomon, David and William, and three daughters, Mrs. Nicholas Snyder, Mrs. Samuel Kochler and Mrs. Jacob Buehler. Three fine and attractive cut stone two-story dwelling houses erected in 1826, 1830 and 1835 along the main road in the village near the bridge which carried his name for nearly seventy years, are still standing in a remarkable state of preservation. He died in 1845.

His son Solomon carried on the tavern (erected in 1826) for many years; and he served as post-master of the Catasauqua office from 1855 to 1861. In later years he was interested in the car-building firm of Frederick & Co., at Fullerton.

Jonas lived in the farm house, now the residence

of August Hohl on Race street and Railroad alley, and was engaged as a farmer. He owned and sold all the land upon which East Catasauqua came to be established, now included in the 3rd Ward. The quarry along the Catasauqua creek, where the Crane Iron Co. obtained all their lime-stone for the furnaces for years, netted him more than \$40,000 on a royalty of three cents a ton. A large part of the land along 2nd street, and also along Wood street, was sold by him into lots for buildings, though quite a number had previously been sold by his father.

Daniel resided on his farm near Weaversville, now owned by Peter Laubach, and there he died; David resided on his farm near Mickley's, and there he died; and William, the youngest son, died at home at a comparatively early age.

JAMES W. FULLER figures very prominently as a contemporary of David Thomas. His father, Chauncey Dorrance Fuller, came to Biery's-Port from the "Plains," above Wilkes-Barre, soon after the construction of the Lehigh Canal was started, upon the invitation of Abiel Abbott, one of the earliest superintendents of the canal, and was employed by the company for a number of years. Subsequently he served as one of the Justices of the Peace of the borough for ten years, from 1855 to 1865.

The son, in his early years at Biery's-Port, ran boats on the canal, and afterward conducted the canal store at the bridge.

From 1852 to 1856 he was specially employed by David Thomas, for the Crane Iron Co., to secure from the Legislature of Pennsylvania a charter for a railroad to extend from Catasauqua to Fogelsville and Red Lion (near Mertztown in Berks county), for the purpose of enabling the Company and also the Thomas Iron Co., to bring iron ore from the westerly and southerly portions of the county to their large works at a reduced expense, and also to discontinue

damaging the public roads with their numerous heavy teams which had come to be a source of complaint by the tax-payers. But his efforts developed intense opposition which resulted in public meetings at Allentown to denounce the attempts of the "Black Republicans" towards securing such a charter, because, as alleged, it would finally destroy the fine farms of the yeomanry in the beautiful and productive valley of the Jordan. His skill and perseverance brought success, first obtaining a charter for a plank-road, and afterward another charter for a railroad. In the Spring of 1856, the railroad was commenced, and within a year the ore teams were no longer seen on the public roads, tearing up the roadway and making it well-nigh impassable as had theretofore been the case. Of course, the loud complaints subsided.

During the Civil War, Mr. Fuller became prominently identified with the political and military affairs of Pennsylvania, and his influence with the Republican administration then was generally recognized.

He was married to Clarissa Miller and his children, who lived to mature years, were Orange, James W., Jr., Abbott, Clinton H., and Clara (married to Ogden E. Frederick.) Two of them survive, Abbott, who resides at Philadelphia, and Mrs. Frederick, at Catasauqua. He established the Fairview Cemetery in 1858. He died in 1872.

JOHN GEORGE KURTZ, the grand-father of the late Henry Kurtz at Catasauqua, settled in Hanover township along the Catasauqua creek, in 1760, and established a homestead here when the surrounding country was a wilderness and the land extending thence to Shoenersville was generally known as "Dry-lands," because no water was obtainable in this immediate vicinity during the Summer months and the farmers' cattle had to be driven to the Lehigh river where the creek had its outlet. It is said that after Kurtz had erected a cabin he went to Europe to

fetch his family, but upon his return with them he found the cabin in ruins, having been destroyed by the Indians.

In 1839, the Kurtz plantation came to be divided between two of his grand-children, Henry, who took the western portion, and George, who took the eastern. Their descendants here have become numerous.

For many years these grand-sons refused to sell their land for building lots, and this caused the town to develop towards Bethlehem, and the improved section came to be called East-Catasauqua.

JONATHAN SNYDER was a native of Shoenersville, and had a fair education with a fine handwriting. In 1839 he became the lock tender at the locks opposite the furnace of the Crane Iron Co. Afterwards he occupied the toll-house at the Biery Bridge. He collected all the tolls in this section of the canal. When the town was erected into a borough he served as assessor for some years.

Of his immediate family, the only survivors are his grand-children, the Williams family, who reside at 2nd and Bridge streets.

JAMES LACKEY was a native of Reading. He came here at an early day in the history of the town and carried on the canal-store (where George B. F. Deily resides) when David Thomas came here. He occupied this store several years, then he leased an acre of ground north of the furnace between the canal and river and erected a store and dwelling which he carried on until about 1850. By this time, the business of the Crane Iron Co. had increased so much that they were obliged to extend their plant to the north; so they purchased the property and Lackey located on Front street, south of Mulberry, where he erected another store and dwelling. He conducted a general-store business there until 1857, when he was elected to the office of prothonotary of Lehigh county and he

removed to Allentown. This locality on Front street then became the site of the National Bank of Catsauqua, and is now occupied by the Imperial Hotel.

Mr. Laekey served as prothonotary from 1857 to 1863, and as deputy for many years afterward. He died in Allentown at an advanced age. He was a highly respected man.

JOHN LEIBERT lived near "Rohn's," which has come to be included in the 3rd Ward. He was a boss-carpenter for the Lehigh Coal and Navigation Co. for a time; then, upon receiving a similar appointment from the Crane Iron Co., he located at Biery's-Port, which he served for several years. He died about 1845. His widow survived him for upwards of 50 years. His son Owen became prominent as the superintendent of the great industrial establishment of the Bethlehem Steel Co. The only descendants still living here are a daughter Jane, and a grand-daughter Emma (wife of James Morrow, Esq.)

The day Leibert moved to Biery's-Port (then Craneville), my father asked him where he was going. He answered rather ironically—"Oh, to Craneville, and now I suppose my daughters will marry Irishmen." The late James Nevins was his son-in-law.

JOHN PETER was born in 1799 in Heidelberg township, Lehigh county, and lived at the corner of Bridge and Front streets, at a point between Schneller's block and the Lehigh Canal. He moved to this locality in 1823 and bought his farm from Andrew Hower, heirs of Jno. Philip Faust and others. His first home was built by John Youndt. He afterward erected a stone dwelling which is now the stable of F. W. Wint & Co. He followed weaving for nine years. Upon the completion of the Lehigh Coal and Navigation Co. canal he became a lock-tender.

In 1851, he sold the remainder of his farm (not heretofore sold into lots) to David Thomas, and moved to Bethlehem. After the death of his wife, he made

his home with his daughter, Mrs. Owen Swartz, at Allentown where he died at an advanced age. His children were Franklin, Joseph, Susanna and Mersena. There are still living of his children, Susanna, widow of Owen Swartz deceased, and Mersena, who was married to David Jones, a brother of Capt. Bill Jones.

In contrast with many of the original inhabitants who opposed David Thomas in his projects and ideas, owing to politics which raged more violently then than now, John Peter could always be relied upon to support him.

GEORGE BREINIG—The ancestors of George Breinig were among the first settlers of Longswamp township, in Berks county. His great-grandfather was one of the building committee in the erection of the Old Lehigh Church near Alburtis in the early part of the 18th Century. While a young man, he attended the Academy at the "Irish Settlement" and on his way to and fro he passed the farm which was irrigated by the Catasauqua creek and became noted for its fertility. Upon reaching manhood he purchased this farm of 245 as. 76 ps. in Allen township from the Estate of Peter Beisel, deceased, on April 4, 1831, by virtue of a special Act of Assembly, passed Feb. 26, 1831, and moved upon it in 1832. It is still owned by some of his descendants.

ROBERT MCINTYRE came here with his teams from Mauch Chunk where he had finished a contract soon after Mr. Thomas arrived, and he did considerable work in digging the race for the water which turned the large water-wheel in the furnace. Soon afterward he purchased the farm adjoining Fairview Cemetery and there mined iron-ore which was washed where the Lehigh Valley R. R. depot is situated. The race for the washery is now used to run the turbine-wheel which raises the water for the Lehigh Valley R. R. and Catasauqua and Fogelsville R. R. loco-

tives. He also purchased the farm on the road to Bethlehem, now owned by the Oberly Estate. He owned real estate in town, including the properties now known as the Eagle Hotel and the Lehigh National Bank. He built several sections of the Cata-sauqua and Fogelsville R. R. His principal work, however, which gave him much fame, was the construction of the Aqueduct through which the water was conveyed from the Upper Potomac river to Washington, D. C. In 1864 he sold his property here and removed to his farm near Quincy, Ill., where he died at an advanced age.

THOMAS LETTER—The following interesting letter was sent by David Thomas to a friend in Wales six months after he had settled here:—

Crane Iron Works, Dec. 11th, 1839.

Mr. David Bowen, Aberdare, South Wales, England.

My Dear Friend:—I have taken my pen in hand to write you a few lines from this wide western hemisphere. I am in perfect health and good spirits and all my family are the same who join me in hoping this brief letter will find you and your family also enjoying good health and happiness. I suffered much on the voyage and after I came here from sickness, which you no doubt have heard; but my health and strength have now recovered amazingly, and I am now flattered by those who knew me before that I look better than I did some years ago.

We have been treated here with much kindness. My employers have done everything in their power for my comfort; they have built me a very good house, with garden and every convenience that one could wish, and I have reason to believe they are satisfied with me. I have under my care about 100 men with proper foremen to look after every department; I give the orders and pay them.

We live in a very fertile country where every sort of grain, vegetable and fruit is very abundantly grown. The climate is very healthy; and the weather has been hitherto very good. The people are hospitable and kind, chiefly from German origin. There is much of that language spoken here, which I am learning very fast. The children can talk it better than I can.

Places of worship and schools are numerous. Many denominations are supported by voluntary contributions; the schools by a tax, every State appropriating so many thousand dollars for the use of schools. There is one built in my neighborhood where every one can educate his children for almost nothing, to any branch of science or literature.

The government is Democratic, and chiefly in the hands of the most numerialle part of the community, which in my opinion is the worst part of their policy, and the most likely to injure the permanent progress of America. Your radicals, with riotous chartists, I think would have enough of universal suffrage only for them to witness the abuse of that suffrage as applied here. I have seen with regret the riotous affair of the chartists at Newport, and I am afraid from the appearance of the English newspapers that you are going to have more of it.

The population of this district is not very thin. It is peopled as thickly as Carmarthenshire. The towns are six to ten miles from one another and some of them have from 3,000 to 12,000 people. Philadelphia is 54 miles and New York is 93 miles, to either of which places we can go from here in one day. Traveling here is very expeditious, as there are canals and railroads in every direction. The town nearest to us is Allentown which is three miles from our works.

The natural resources of this country are numerous. All sorts of minerals are very abundant; provisions are very cheap, in fact, everything for the use of man is very moderate except woollen cloths, which are about double of those bought in England. Calico and cotton prints are as cheap here as you can get them there, and cotton goods of every sort are very cheap.

I do not think the cattle in this country are as good as in the old country; but horses are equally as good, if not better generally. Pigs are very cheap and abundant. Pork is very cheap, selling in the market at 9 shillings 1 pence per cwt. and the best bacon fed upon Indian corn (which is very plentiful here) for 12 shillings 6 pence per cwt. of your currency; best flour is \$5.50 per barrel or 550 half pence of your currency, weighing 196 pounds. I had a barrel last week which makes bread pretty nearly as white as this sheet of paper I am writing upon; good black tea 1 shilling 6 pence to 7 shillings 6 pence per pound; coffee, best, 15 shillings,  $\frac{1}{2}$  pence, but very good for 4 shillings  $\frac{1}{2}$  pence per pound; loaf sugar is 7 pence, if good season, 6  $\frac{1}{2}$  pence; burnt sugar for 3  $\frac{1}{2}$  pence to 5 pence per pound of your currency; and indeed everything in that way is very cheap.

The people here only eat three meals a day; breakfast at 6 in the morning, dinner at 12, and supper or tea at 6 in the evening. They have plenty of meat on the table for each meal whatever house you go into. All classes eat very much alike and about the same times.

Poverty is rarely known here except among the intemperate or idle. Old people, widows and orphans are very well taken care of. The law of the land is very lenient to the actual poor, but very much otherwise to imposters. I have only seen three people begging, two of them Irish and one a German.

Since the time I left, is there any fresh duty? They do not know what duty is here, only on goods imported. The farmers in this country are usually free-holders. There is not one farmer out of a hundred but what lives on his own land, and they are generally very wealthy.

Manufacturers are increasing very fast here; they are short of hands and capital, both increasing very fast. We have had some very bad times this autumn in the money market, but it is improving again very fast.

In about three weeks from this time our furnace will have fire in it. We are going to build another in the spring.

John Thomas is here and he is a good boy, very strong and industrious. He sends his best regards to his mother.

Please address your letter to David Thomas, Crane Iron Works, near Allentown, Lehigh Co., Pa.

I am, my dear old friend,

Your sincere old friend,

DAVID THOMAS.

**CHARACTER OF EMPLOYEES**—The men employed at the furnaces were mostly Irishmen. There were some Welshmen and Germans, but as a rule they were employed round-about the furnaces. Catholics and Protestants were employed in equal numbers so far as possible. This prevented any combinations and strikes among them and preserved the peace of the hamlet. The government of the village in its early days was fraternal, that is, that part connected with the furnaces.

The temperance movement was strong. There was a division called the "George Crane Division" for adults and the "Crystal Fount Section" for boys. The meeting place was in a hall where the Crane Iron Co. stables are now. Every one was expected to join the movement and if not, he had to give a reason why. The result was one of great influence. The adults were led to save their money so that many of them, upon leaving with their families, purchased farms in the vicinity of Quincy, Ill., and their descendants are among the substantial citizens of that section. Of all the young men who grew to manhood under this influence, I never heard of one who filled a drunkard's grave.

A peculiarity of this growing hamlet before 1853 was its seclusiveness from the neighboring towns and

villages. It was mostly inhabited by foreigners who naturally brought the habits and customs of their own country with them, and had a rather quiet, contented life without newspapers to excite or distract their minds or locomotives and heavy trains of cars to break the stillness of the country air. The Sabbath day was honored by them and the "Old Church" in the woods on Church street was generally filled by attentive listeners. The community was made up of young and middle aged men, and possessed many promising boys and girls who had time and opportunities to develop knowledge, as well as health and strength, in this region by the side of the Lehigh river. Employment in the growing iron works was steady and the men remained the same from year to year.

**LOCAL IMPROVEMENTS**—The first work done in the village in 1839 was the building of a frame house opposite the site of the furnaces (now occupied by Hungarians), which within six months after coming to this country, was occupied by Mr. Thomas and his family. After he was fairly settled, my father visited him and was invited to partake of shell-barks (a dish being on the table) which he and his wife were cracking between their teeth like squirrels.

There was built at the same time a row of "shanties" from Second street to Limestone alley; also frame houses from Limestone alley to near Howertown Road, which were surrounded by a front yard, with fences neatly whitewashed and the occupants were the clerks and bosses at the works. This was the "boulevard" of the village.

A brick row was built on Wood street from Limestone alley to Howertown Road, and each house was generally occupied by four families. Some of their descendants now living in large houses were born here.

In 1839 there were few, if any, coal burning stoves. Every thrifty tenant had his cord of wood sawed, chopped and piled in the cellar.

Bake-ovens were erected: one on Wood Street, the other on Church; and their fires were burning from Monday morning till Saturday night, for the neighbors took their turn. The dough was prepared and placed in straw baskets; then, by a dexterous movement, upturned on a wooden tray or shovel, and pushed into the ovens, on the burning embers. Occasionally, some belated house-wife would come and beg the privilege of putting only a small pie into the oven if there were still room.

After the water was introduced, several spigots were on Wood and Church streets, the only streets in the village where the mains were laid. The water was taken from the Lehigh river, but then it was free from impurities and adulterations.

STREETS—The first streets were opened on the land of Frederick Biery, from Race street to Wood, as far as his land extended. As the village grew in the centre, Second street was opened to Church and made crooked so as not to interfere with buildings already erected. When it was extended to Middle alley, a stop was made at the line of Henry Breisch's land and the street was fenced off. Prior to this time, Second street had been opened by John Peter from Bridge street north, and when Second street was extended northward another crook was necessary to make the connection. Meanwhile, Bridge street was opened, and, in order to make it correspond with Church street, it also was made crooked, otherwise the lines would have overlapped and the lots would have become too long. Strange to say, the alleys between Church and Bridge streets were run as if these streets were at right angles. The consequence was that the lots on Bridge street at alleys were sliced off at the point of intersection. While this was not considered when the lots were cheap, in after years, when parties began to measure up and find themselves short from 8 to 12 inches, law suits arose, bitter feeling was devel-

oped and expensive litigation naturally followed. Such was the situation on both sides of the street but it would not have occurred if the points of intersection had been a right angle.

In 1839, there were four public roads which lay within the present boundary of Catasauqua :

*One* extended from the dam along the canal west of the Faust farm house, crossing Front street where it is intersected by Chapel street, and proceeding due east along the north side of the Breisch farm house (near the site of Dr. Daniel Yoder's residence) to the Howertown Road.

The *second* from the Biery grist mill due east over the Deily hill by the farm house to a point where the road forks in the 3rd Ward toward Bethlehem.

The *third* from the mill race over the county bridge in the 3rd Ward.

And the *fourth*, the Howertown Road which originally extended due north on the west side of the Biery farm house to a point at Union street where it joined the road as it is at present, the last portion having been vacated long ago.

In 1841, Front street was laid out by the Court of Quarter Sessions, but it was known for some time as Cinder street because the slag from the furnaces was hauled on it to make it passable in wet weather. It was graded in 1853 by Elias Mertz, surveyor, right after the incorporation of the borough, which lowered the surface several feet between Union street and School alley, and required high stoops before the residences, as they are now seen.

In 1848, Second street was laid out from Race to Church, by direction of the Court.

**BUILDING LOTS**—During the period from 1845 to 1860, this town grew in population. The Biery lots were sold on Front and Second streets to Wood and John Peter sold his lots on those streets from Bridge to the borough line. The balance of the Peter farm was sold to David Thomas, and Henry Breisch also sold his farm, lying between Second and Third streets, from Church to Pine, to David Thomas; but Thomas for years sold very few lots, which eventually proved to be a good feature, because it paved the way

for many fine residences between Second street and Howertown Road and from Bridge street to Walnut. Third street was only opened in 1870, twelve years prior to his death; and Fourth and Fifth streets were opened some years after his death in the settlement of his estate. The population at this time was 2,853.

War was in the air during the close of this period. The "Wide Awakes," a Republican Association, paraded the streets with torches and uniforms and many fears were entertained what another year might bring forth.

BRIDGES—There were two bridges across the river in the early history of the town; and a third was erected in 1906.

*Biery Bridge*—On March 5, 1824, an Act of Assembly was passed by the Legislature of Pennsylvania to establish and maintain a toll bridge across the Lehigh river at Biery's-Port and in this behalf the following Commissioners were appointed to carry its provisions into effect by securing subscriptions of stock at \$25 a share, viz.:

Owen Rice, of Bethlehem.

Jacob Blumer, of Northampton Borough.

George Yundt, of South Whitehall.

Peter Ruch, of North Whitehall.

Frederick Biery and John Sterner, of Hanover.

The response in subscriptions was sufficient to encourage this necessary improvement, and in this behalf an election was held on July 24, 1824, for a president, four managers and treasurer of the Company, which resulted as follows:

*President*—Owen Rice of Bethlehem.

*Managers*—Frederick Biery, Philip Faust, Charles D. Bishop and George Helfridge.

*Treasurer*—Joseph Biery.

And on the 26th of July, Jacob Blumer was appointed secretary of the Board.

Peter Miller agreed to grant as much land on the

western or "Pennsylvania" shore of the river as the Board might deem necessary for the consideration of \$10 and "free passage over the bridge for himself and his wife during their natural life-time;" and Frederick Biery agreed to grant sufficient land on the eastern or "Jersey" shore in consideration "that he, his family and sons, as well as those in his employ, should cross free for the term of 20 years."

The Board accepted these offers, and decided that the bridge should be built with two chains, and the passage-way should be 13 feet wide in the clear.

Peter Rumbel agreed to supply all the lumber at the following rates:

White Oak at \$13 per 1,000 feet; Pine at \$10; Hemlock at \$9; Shingles at \$7.50; Half-price boards at \$5.

Jacob Blumer, the secretary, was also appointed to superintend the construction of the bridge.

The rates of toll were as follows:—

|                                                                                                                       |           |
|-----------------------------------------------------------------------------------------------------------------------|-----------|
| For every Coach, Landau, Phaeton, or other pleasure carriage with 4 wheels; or every sleigh or sled drawn by 4 horses | 25 cents  |
| For carriage with two horses                                                                                          | 18¾ cents |
| For every 4-horse wagon loaded                                                                                        | 25 cents  |
| For single horse and rider                                                                                            | 6¼ cents  |
| For every horse or mule                                                                                               | 4 cents   |
| For every head of horned cattle                                                                                       | 2 cents   |
| For foot passengers                                                                                                   | 1 cent    |
| For all carriages drawn wholly or in part by oxen, two oxen shall be estimated as one horse.                          |           |
| For carriage and 6 horses, 37½ cents; 5 horses, 31¼ cents; 3 horses, 20 cents.                                        |           |

The practice of granting passage by the year was common, the rates paid ranging from \$1 to \$4.50.

The shares of stock were regarded as of great value. The dividends were declared semi-annually, being from 75 cents to \$1 per share.

When the Crane Iron Works started operations, the rate of toll was fixed at \$3 for a weight not exceeding 15,000 tons.

The great freshet of 1841 swept away the bridge; but a similar chain bridge was immediately put up in its place.

The chains were anchored in stone foundations on both sides of the river; the ends, and the middle where the chains rested, were topped with a frame cover to protect them from the weather; and these tops at a distance looked like a fortress. The sides of the bridge were open. In the Lehigh Water Gap, there still remains a chain bridge which resembles the construction of the old Biery Bridge.

About 1850, this bridge was regarded as unsafe because it swung to and fro while a team passed over it. Therefore, steps were taken to erect another bridge in its place and the following Notice was advertised in the newspapers and posted in the vicinity for the purpose of securing subscriptions of stock:

Notice is hereby given that in accordance with an Act of Assembly, incorporating a company to build a bridge over the river Lehigh under the name of "The President, Managers and Company of the Lehigh County Bridge at or near Biery's Mills;" books for subscription of stock for said purpose will be opened on Monday, the 26th day of July, at the public house of Nathan Frederick in Biery's-Port, to be kept open for three successive days, for 6 hours each day:

|                |                 |
|----------------|-----------------|
| Joseph Laubach | Peter Troxell   |
| George Breinig | Joshua Miller   |
| Daniel Newhard | David Troxell   |
| Henry Kurtz.   | James Gangewere |
| David Eberhard | Charles S. Bush |

June 24, 1852.

Commissioners.

The bridge was removed in 1852 and a covered wooden bridge was erected in its place with trusses in the centre for support, and a double drive-way. The total cost was \$14,954. It was destroyed by the great flood of 1862, but immediately rebuilt in the same style. The trusses however were at the ends, and there was only one drive-way. The total cost was \$5,161. The dividends were about 12% per annum.

This bridge was maintained by the Company until 1892, when it was purchased by the County authorities; then a new iron bridge was substituted at the joint cost of the County, the Lehigh Valley R. R. Co. and the A. & B. Rapid Transit Co., amounting to

\$19,000, which was paid as follows:—County, \$10,500; L. V. R. R. Co., \$8,000; Rapid Transit Co., \$500.

The trolley line from Allentown to the west end of the bridge, and from the east end to Siegfried, was built in 1891, and for thirteen months the passengers traveling to and fro walked across a temporary structure.

*Crane Iron Co. Bridge*—About 1845, the Crane Iron Co. felt the necessity of a separate bridge for its use, because iron ore beds were discovered at different places in Whitehall and South Whitehall townships, and the hauling of the ore around by way of the Biery Bridge came to be considered as a serious item, and they therefore determined to erect a public bridge up the river half a mile above the Biery Bridge. But they found a statute of Pennsylvania in the way which interfered with their project, because it was too near the bridge mentioned and the Legislature would not grant another charter which would disturb vested rights. To avoid this objection, they purchased land on both sides of the river where the bridge was desired, and erected a private bridge for themselves. But the traveling public soon discovered that this bridge could be used free from any charges of toll and it came to be used therefore as a general highway; indeed, at times the teams became so numerous that they extended in a continuous row from the entrance of the Fairview Cemetery across the bridge to the Company's office.

A statute provided that as soon as the Crane Iron Co. acquired the majority of the stock of the Biery Bridge Co., they could then charge toll for passing over their private bridge.

When the Catasauqua & Fogelsville R. R. was constructed in 1857, this bridge was strengthened so that the company could lay a railroad track on it, and haul cars loaded with iron ore over it, drawn by a small locomotive, to their works. This engine was

named "Hercules." The bridge was swept away by the flood of 1862, and a covered wooden bridge was immediately erected in its place. Later an iron bridge was substituted by the company.

*Pine St. Bridge*—In 1906-07, the county authorities erected a superior iron bridge across the river, a short distance above the Crane Iron Co. Bridge, at Pine street, to facilitate inter-communication between Catasauqua and West Catasauqua. This bridge had been agitated for many years, but it was realized at last. It is now much appreciated for its great utility. The abutment at the eastern end was constructed at the cost of the borough of Catasauqua, and that at the western end by the township of Whitehall.

FLOOD OF 1862—Catasauqua was the scene of great excitement during the flood of June 4-5, 1862, when the water rose above its usual level from 24 to 27 feet, and was about 4½ feet higher than the flood of 1841. All the bridges, with a number of small buildings, great quantities of lumber and fencing materials, and many wagons, etc., were carried away. The engineer of the Crane Iron Co. remained in the engine-room and was instrumental in rescuing several persons from drowning. Many of the boats which were here, loaded with ore from New Jersey, were lost including the possessions of the boatmen. A German family from Newark (man, wife and two children) were on their boat at Parryville when the flood tore it loose; they reached Catasauqua but the boat was wrecked below the town, and all they had was their clothing on their backs. Another family from Stanhope, N. J., also lost their boat and all their clothing; they were knocked off the boat and rescued, excepting an infant, fourteen months old, which was drowned. When morning dawned, two men were discovered on a cinderbank, in the midst of the river; and at another point a man and boy were on a tree. A father was on a tree near by, and his screaming daughter

on another; and a little girl was seen holding on to a ledge at an arch of the Biery Bridge. Fruitless attempts were made to save these people by a raft attached to a rope, but the current was too strong; finally the superintendent of the Crane Iron Co. rescued them by means of a flat-bottom boat, made by his carpenters, after struggling heroically for more than an hour.

The scene was awful to behold. While standing on the river bank, the roaring torrent could be distinctly heard, and also the agonizing cries of men, women and children, who were carried along on logs, boats, etc. Below the town a house was swept from its foundations and carried down the valley; and at Wheeler's locks several houses and barns with household goods, animals and other contents were swept away. Words cannot describe the loss and suffering.

Relating to the flood of 1841, mentioned in the beginning of the foregoing article, the following entry was made in the books of the Crane Iron Co., to show how it affected the works:—

"On Thursday, January 7th, at nine o'clock in the evening, the river rose so that the back water prevented the wheel from turning, at half after ten covering the tow-path of the level above lock 36. At twelve it was two feet over the banks, and was one foot over the bottom of the hearth of the furnace. At 1.20 the water was at its height, and 34 inches in the furnace. It was at its height until 3.30 o'clock when the river began to fall. The water wheel was muddied all over and the water was nine inches over its top. The dam and canal bank was broken so that when the water fell in the river it was too low to turn the wheel, though every effort was made to fill up the bank, but they could not succeed and were obliged to throw the furnace out on Monday, the 11th of January.

DAVID THOMAS

THOMAS S. YOUNG."

[The furnace was blown in again on May 18, 1841.]

CANAL—The navigation of the Lehigh river was agitated for many years, beginning as early as 1771, and legislation was enacted relating to it from that time till 1820 and afterward. The Lehigh Navigation

Co. was incorporated in March, 1818, and in October following, the Lehigh Coal Co., and in 1820 the two were consolidated into the Lehigh Coal and Navigation Co. Then it was that active operations were begun in the construction of a canal which was to extend along the river from White Haven to Easton and they were carried on with determination.

The great enterprise was completed from Easton to Mauch Chunk in 1828 and a favorable report of special commissioners to the Governor of Pennsylvania was made July 3, 1829. Three men were particularly prominent in its advocacy, construction and completion, Josiah White, Erskine Hazard and Mr. Hauto.

In the course of its construction, a lock was placed at a point which came to be in front of the furnace at Catasauqua; dimensions of 22 feet wide by 95 feet long, with a drop of 8 feet from one level to the other. The number in the system is 36. The next lock to the north is about a mile distant; and the next to the south also a mile.

Grain and coal were "floated" down the river to the Delaware river, and thence to Philadelphia, on flat-bottomed boats called "arks," and these "arks" were sold there because they could not be taken back against the current. In passing Biery's-Port these boats attracted much attention. When the canal came to be opened for transportation in 1828 the movement of the boats through the locks excited as much public interest for a time as the "casting" of iron in the furnace in 1840.

The first excursion to Biery's-Port on the canal was made by a party from Allentown and an "ark" was used to carry the excursionists. The boat was handsomely decorated with American flags for the occasion. This occurred on Friday, June 26, 1829. Ogden E. Frederick recalls how his mother-in-law, Mrs. James W. Fuller, with much spirit narrated the trip many years ago. She was amongst the party, having ac-

accompanied her parents, then a girl (Clarissa Miller ) 11 years old. She remembers distinctly the crowded condition of the boat and the great pleasure the extraordinary trip afforded. Two horses pulled the boat, and though the movement on the water was slow, the sensation was pleasing and the passing scenery truly picturesque and inspiring, much beyond what she had yet experienced.

Another occurrence, worthy of mention, was several years afterwards when many of this community went by boat to Easton to witness the hanging of a man named Getter, on a small island in the Delaware river. My mother accompanied her parents (Mr. and Mrs. John Swartz) who joined other parents (Owen Frederiek, Frederiek Biery, Jacob Deily and John Peter); and I recall the spirit she displayed in describing the incidents of the novel trip to and fro, the great crowd on the hill-side at Easton (now the site of Lafayette College) which overlooked the awful scene of the public execution of a condemned murderer, the terrifying screams of the multitude that broke the awful stillness when the rope snapped as the criminal dropped, the startling movement of the official witnesses about the scaffold, and the rapid horseback ride of the sheriff to the nearest store for a new rope and back to the scaffold to resume the performance of his legal duty and complete the execution. The reader of these reminiscences of Catasauqua can well imagine my intense interest as a boy in a mother's tale of such an event in its early history.

*Boat-Yards*—Along the canal, from 1845 to 1865, two boat-yards were carried on for the building and repair of boats; one of them by Bogh Brothers, situated on the site of the Fire Brick Works between Walnut and Chapel streets, and the other by Ginder & Rehrig on the site of the lowlands opposite the Catasauqua Hotel.

RAILROAD—It was in the fall of 1855 that the first locomotive, the "General Wall," borrowed from the Central R. R. of N. J., with a passenger car attached, came to Catasauqua, which was as far as rails had been laid. It was a gala day for the new borough, only two years old. On this train were citizens from Easton including Thomas McKean (then 90 years old) and an army officer on recruiting service. A dinner was had at the Eagle Hotel, while flags were flying and bands playing. After dinner a procession was formed which marched to Hokendauqua, to view the furnace just erected there.

On the way from Allentown, the train ran slowly, stopping now and then to cut down projecting limbs of trees which hung over the track.

David Kline, a painter by trade, was the first agent and the first freight he brought over the bridge on a wheel-barrow.

WATER WORKS—When Catasauqua was founded in 1839 by officials of the Lehigh Coal and Navigation Co., the water rights and land west of the canal, from the Hokendauqua Dam to the Allentown Dam were ceded to the Lehigh Crane Iron Co. as a substantial inducement to those capitalists to erect furnaces here and develop an increased market for coal and as a feeder to the canal project. At that time, the towns along the Lehigh river north to the coal mines were few, and it never entered into the minds of the investors that the stream would become the sewer system of numerous populous boroughs and hundreds of coal mines.

When No. 1 furnace was erected, the blast power was secured from the canal, the original canal having been turned over to the Iron Company for power and landing ores and coal, and a new canal having been excavated, and used thereafter as the main line. The pump to furnish water for furnace use was attached to the blast wheel, which remained in use until No. 3

furnace was completed in 1844. More extensive water facilities for the town were required and then a 4-inch main was laid from the pump to Wood street, up Wood to Second, up Second to Church, and thence to a basin located on that street above Church alley.

When this was about to be done it would seem that David Thomas wrote to his son Samuel then at Nazareth (going to school there), to stop off at Bethlehem and take measurements of the pump used there to supply water to the inhabitants of that town, as he intended to supply water to the company's houses on Church and Wood streets. Richard W. Leibert, who is still living at Bethlehem, supplied him with the desired information. Work was then commenced without a charter and in time the mains were extended, a reservoir was built on Church street, and later on rear of Walnut between 5th and 6th streets. A charter was subsequently obtained and the company furnished the water until its merger with the Clear Springs Water Co.

The leakage from the old company reservoir eventually undermined the limestone soil, and necessitated its abandonment and a wooden tank was erected. In 1854, a 4-inch main was laid on Front street, as far as Bridge, and in 1856, a 3-inch main was extended up Second street, as far as Strawberry alley, to supply the new residence of David Thomas.

This pipe was recently discovered while laying the new mains on that street, and it was found almost closed with corrosion. The same year the Front street main was extended to the new rolling mill, and subsequently as far as Puddlers' Row, above Chapel.

By 1872, the demands upon the water supply had increased so largely that the company decided to make extensive improvements, and spent \$25,000. On Front street from Wood to Bridge an 8-inch main was laid; Second, Union to Chapel, a 10-inch main; 4-inch main on Union and Chapel streets; 10-inch main on

Bridge, from Front to Second; and 10-inch main on Walnut to Fourth, where connections were made with a 12-inch main leading to a new stone and concrete reservoir on Currant alley, above Walnut, the highest point in the town. A new pumping station was built below No. 6 furnace, 23 by 25 feet in dimensions, with water and steam pumps having a capacity of forcing 185,000 gallons of water per day. A nearby stand-pipe, to equalize the pressure upon the pipes, was also built.

The use of the canal water for household purposes became objectionable, and some years since an artesian well was drilled adjoining the pumping station and alternating filters erected to overcome to some degree the frequent filthiness of the river water. The company requiring more room for storage purposes, a 36-inch main was extended on the canal bed, from a point facing the canal below the bridge, which carried water to the forebay at the machine shop, and pumping station, while another of similar size ran from the forebay in front of No. 5 furnace and extended to the turbines opposite No. 1; the feeder canal was then abandoned and filled in, giving the company large storage space in front of the furnaces.

All the town gutters and refuse from manufacturing places north of Bridge street drained into the canal, the surface of which frequently presented mysterious compositions.

For many years the revenues of the water system were not given close attention, and reverses coming to the Crane Iron Co., the receiver made overtures to the original owners, and the water and land rights, with some reservations, passed from control of the company back to the Navigation Company and also to the Clear Springs Water Co., which had secured charters for all the surrounding country.

Council then reduced the number of fire hydrants to twenty-three, owing to the demands of the new

regulations and when in January, 1908, the rates to consumers were announced, many discontinued the use of the water. The Fire and Water Committee having been directed to make an investigation and report cost of establishing a municipal plant, a public meeting was called in the Town Hall, Thursday, July 23, when it was proposed to ask the tax-payers for a loan of \$80,000 to sink wells, and proceed with the erection of a new municipal system. By unanimous direction of Council it was submitted to the tax-payers at the November election, which resulted in polling 776 votes in favor to 74 against.

Two artesian wells were sunk upon a tract of land, designated by a geologist sent by the State Board of Health, at Walnut and St. John streets, just east of the Catasaugua creek. The success of the first well demonstrated the wisdom of the designated spot and the second well was equally satisfactory. The wells are about 200 feet deep, steel cased that depth, and are 10 inches in diameter. They were both tested by air lifts for seven days and nights and the supply of water was pronounced inexhaustible, the strata of sandstone having been pierced the entire depth. The State Board certified that it was perfectly pure; and by practical tests at the boilers of the plant it was found free from lime sediments.

The Water Committee investigated other plants and asked experienced engineers to come to Catasaugua, view the location and prepare plans for a municipal plant. Dr. C. J. Keim was then serving as burgess, with Councilmen Henry W. Stolz, Alfred J. Leh and Martin Graver from the First Ward, and Thomas Jones, Wm. McCandless and Oscar Shugar from the Second Ward, all favorable to new municipal water works. Detailed plans and specifications were formally adopted, and the sale of the water bonds for \$80,000 at 4% was advertised. George H. Hardner, the well-known successful contractor of Allentown, became the

contractor, and the sale was made, three-fourths of the issue having been taken by residents of the borough. Work was started in March, 1910, and completed the following October.

Two equity suits were instituted by the Clear Springs Water Co. to restrain the Borough from proceeding to establish the water works, but the Court dismissed both bills, deciding that their vested rights were not injured.

*Pumping Station*—The pumping station is a brick fire-proof building, with concrete foundations and floors, structural, steel and slate roof, with ample proportions for duplicating the present plant. The engine and compressor room is 50 feet wide by 60 feet long, and boiler room, 50 by 50 feet, with fuel space for more than 100 tons. These rooms are well lighted, provided with fire-proof partitions and furnished throughout in a neat and substantial manner. The chimney is constructed of brick lining 5 feet square inside and 100 feet high, on concrete foundation.

In the boiler room there is a battery of two high-pressure tubular boilers, of 100 to 125 horse power each, set in masonry in the most substantial manner and with connections made to pumping machinery.

In the engine room there are two air compressors of the Ingersoll-Rand most improved type, made to operate condensing, either or both together, through air receiver to air-lift system, with discharge from wells into storage reservoir; also the two large Platt cross compound horizontal crank and fly-wheel pumping engine, with condenser, of combined daily capacity of two million gallons, made to operate, either or both together, with suction from storage reservoir and delivery to system of water mains.

The storage reservoir is 72 feet in diameter and 14 feet 6 inches deep, having a capacity of 366,000 gallons; made of brick concrete and steel construction, with roof of cement tiling, and ventilator screened and

protected from all impurities, which makes it a most fitting receptical for storage of water, direct from the wells. The large pumping engines, with suction from this reservoir, deliver the water through the system of water mains and tower to the people.

*Water Tower*—The water tower is located on the hill, near Sixth street and Howertown Road, North Catasauqua. It is of fine proportions, with steel standpipe, 15 feet in diameter and 80 feet high, resting on brick sub-structure with stone trimmings, reinforced at the top with heavy eye beams. This sub-structure is on octagonal foundation of concrete, 30 feet in diameter. The standpipe is connected through the sub-structure with main and drain pipes and valves placed so that the tower may be used with the system or not, as may be desired. The reservoir affords the city a storage of about one-half-million gallons of water for use in an emergency and as a reserve, additional to the capacity of the plant, should there be a serious conflagration.

The weight of the standpipe and its contents on sub-structure and foundation when filled is about 700 tons. It was erected by the McDermott Co., Allentown.

*Water Mains*—The system of water mains, ranging from 16 inches to 6 inches in diameter, with but few laterals of 4 inch pipe, in all about seven miles, laid in the principal streets of the borough.

There have been located at the street corners thirty-five Matthews type hydrants, with 6-inch base connections and two 2½ inch nozzles for hose and one 4 inch nozzle for steamer to each hydrant. This system is divided into 63 districts, any and all of which may be shut off as desired. In case of repairs, but one square of patrons will be inconvenienced for a short time.

From the pumping station on Walnut street to Fifth, a 16-inch artery carries the water; on Currant

alley, from Walnut a 12-inch main supplies the stand pipe 12-inch main from Fifth to Front on Walnut; 8-inch pipe on Front to Union, then 6-inch to Race then 8-inch to Wahnetah, 4-inch across the canal and Central R. R. to the Castings Co. Works, where four plugs secure lower rate of insurance; 6-inch main entire length of Second; 10-inch main on Fifth; 8-inch on Howertown Road to Union; 10-inch on Union to Front; 6-inch mains on Third, Fourth, Bridge, Mulberry, Race and American streets; 4-inch on Pine, Kurtz, Church, Peach, Wood; in all about seven miles in length. In case a fire occurs in the lower portion of the town, mains on American street, Howertown Road, Second and Front streets furnish a constant flow.

Thomas Jones is worthy of special mention in the establishment of this necessary improvement for the public welfare. He came to Catasauqua in 1853 and assisted in laying the water pipe in 1854. For many years he was employed as a machinist at the Crane Iron Works; then he became master mechanic of the Catasauqua & Fogelsville R. R. under its superintendent, John Thomas, which position he held until the road was acquired by the P. & R. R. Co. He served in town council from 1884 to 1889; officiated as Burgess from 1889 to 1891; and again served in the town council since 1908, while this improvement was being established.

Edmund Randall, the publisher of the *Catasauqua Dispatch*, is equally worthy of mention for his continuous and persistent advocacy of this necessary improvement and its ownership by the borough.

POST OFFICE—For twelve years after this settlement was started, the hamlet was called "Craneville," after George Crane of Wales who was the owner of Iron Works where David Thomas was employed before coming to this country. A post office was established in 1844 at the lower part of town which for many years was called "Biery's-Port;" and upon the ap-

pointment of Nathan Fegley as post-master in 1846, it was moved up to the corner of Front and Church streets.

Mail came three times a week from Allentown to Mauch Chunk by stage, and several times a week from Bethlehem to Cherryville by one horse conveyance. But letters for this place were frequently sent to Craneville, N. J., a small town 20 miles from New York City on this Easton stage route, which caused a delay of some days in the delivery of letters. The Crane Iron Co. received their mail from Allentown by private carrier which helped somewhat. A change was agitated as early as 1845, but owing to the dominant party represented by the old inhabitants at the lower end of town, they prevented the P. O. Department from adopting various names proposed. Owen Rice was at that time chief clerk at this iron works (who, for many years, had been the scrivener of deeds for the country hereabouts) and learning from old drafts made in 1735 and later that the creek flowing through the east end of the village was named "Cata-sauqua" (Cattosoque) he suggested the name and it was adopted by the department in 1846.

The following persons filled the position of post-master:

#### POST MASTERS

Samuel Colver, 1844-46

|                                 |                            |
|---------------------------------|----------------------------|
| Nathan Fegley 1846-50           | Isabella D. Duff 1865-71   |
| Joseph Laubach 1850-53          | Adaline Creveling 1871-77  |
| Nathan Frederick 1853-54        | Wm. H. Bartholomew 1877-89 |
| Augustus H. Gilbert 1854-55     | Edmund Randall 1889-94     |
| Solomon Biery 1855-61           | Jonas F. Moyer 1894-98     |
| Arnold C. Lewis March-Nov. 1861 | Henry Davis 1898-1900      |
| Frank B. Martin 1861-62         | Charles Graffin 1900-08    |
| Chas. D. Fuller 1862-65         | Samuel S. Graffin 1908-    |

The department at the borough comprises a post-master and assistant; three clerks, auxiliary clerk, and special delivery messenger; four carriers, sub-carrier, and mail messenger.

Three daily deliveries are made excepting Sundays; and four collections from 35 boxes located in different parts of the borough.

The following statement shows the character and extent of the postal business at Catasauqua :

Daily mail handled :

Outgoing (pieces) .....2800

Incoming (pieces) .....4600

Registered mail during 1913:—

Outgoing (pieces) .....2247

Incoming (pieces) .....2233

Stamped paper sold during 1913 .....\$13,340

Domestic orders paid " " ..... 21,950

" " issued " " ..... 34,048

International orders paid during 1913. .... 4,348

" " issued " " ..... 3,426

*P. O. Building*—The post-office has been located at Bridge and Railroad streets since 1907. The superior and attractive three-story brick building was erected by capitalists identified with the National Bank of Catasauqua at a cost of \$25,000. The first floor is occupied by the Post-Office; the second by the Telephone Exchanges, and the Clear Springs Water Co.; and the third by the "Charotin Club," a social organization of 80 members.

**HUMANE FIRE CO**—David Thomas, the manager of the Crane Iron Co., encouraged the workmen to form a fire company for the protection of the community as well as the iron works against fire, and in pursuance of his suggestion, a preliminary meeting was held in the village on Nov. 4, 1845, which was attended by the following persons:

Owen Rice  
John Kane  
Edward Clark  
Henry E. Kildare  
Isaac Miller  
Thomas Dempsey  
Alexander Miller  
Robert Campbell  
Richard Davis

George Jenkins  
Arthur McQuade  
William Boyle  
John Lees  
Noah Phillips  
Cochrane McLaughlin  
Charles Dempsey  
William Neligh  
William Pollock

Jacob Smith  
Morgan Emanuel  
Neil McKeever  
Thomas Miller  
William McClelland  
Samuel Thomas  
John Thomas  
William J. Aull  
David Thomas  
John McIntyre

John Hunter  
James Hunter  
Alex. McCurdy  
James Dempsey  
Mark Dempsey  
Patrick Dempsey  
James McAllister  
John Clark  
William Davis

The idea was approved, and the name "Humane Fire Company" adopted.

An application was then made to the court of Lehigh county for a charter of incorporation and the decree was made March 14, 1846.

*Hand Fire Engine*—Soon afterward the company purchased a hand-pumping engine from the Philadelphia Fire Co. for the use of the local fire company. This engine was housed in a frame building on 2nd street near Church (now the site of the large stone stable of the Crane Iron Co.), until one was put up about 1866 on Front street.

The engine consisted of a large water tank, set on four strong wheels, and over the centre was placed a tower which enclosed a force-pump; and this pump was operated by two projecting handles from the front and rear with extension arms that could be laid inward when not in use. Twenty men were necessary to put and keep these handles in successful motion, ten on the ground, and ten on the tank with extension and folding platforms. A stream of water could be forced over buildings and into the air nearly as strong and as high as the steam-fire-engines of a later period. The water in the tank was supplied by a bucket-brigade from a neighboring well and pump, or by a hose from the water mains.

At that time, the water mains were laid on Church and Wood streets, and on Front street from Church to Wood. These mains were primarily laid for the protection of the iron company's properties. The

water was pumped into them from the water-house in the furnace where a powerful pump was operated by a flow of water from the canal. The pressure through the mains was great, with such a force back of it.

A hose-carriage with sufficient hose was secured at the same time, the hose being used to lead the water from the fire-plug into the engine tank, and from the force pump to the immediate vicinity of the fire whence it was "played" upon the burning building.

*Water Fight*—A favorite sport on Saturday afternoons for the members of the fire company was to pit one party with a section of hose directly from a fire-plug against a similar party with a section from the hand-fire-engine. Oh, how they did "play" water into each other, to the great amusement of many on-lookers, who applauded the strenuous performance with uproarious laughter: and they would keep up the wet but friendly fight until either one, drenched and nearly drowned, cried "enough."

Of course, the great steam-engine in the furnace was too powerful, with inexhaustible staying qualities, for the heart-engines in twenty plucky firemen. It was, indeed, a dramatic performance, and the skilful engineer in the furnace displayed much judgment in manipulating the throttle at his end of the line to keep the human energy of the respective contestants swaying to and fro until either party became exhausted.

*Steam Fire-engine*—This hand-engine continued in use until 1865; then a large fire occurred (the destruction of the machine-shop of the Crane Iron Co.) which demonstrated its inefficiency. The Borough substituted an improved steam fire-engine which was purchased from the Phoenix Fire Co. of Philadelphia, and this was used for 30 years; then it too had to make way for a stronger engine because it had failed to cope with the great and costly fire at the Unicorn Silk Mill, beyond the northern end of the borough.

The old hand-engine was stripped of its brass mountings and taken to the shadow of an old tree near the C. & F. R. R. round-house, and there the two passed away together in the natural process of decay. It would seem to me that the pride of this Fire Company should have been stirred up to such a pitch as to have kept it as a great relic of the sport, if not of the protection, which it had afforded them for twenty years, during the early development of the town, and in our "celebration" it would have been an honored curiosity.

Before the erection of the Town-Hall in 1868, the apparatus was housed in a frame building specially put up by the borough for the purpose, on Front street, south of Church, which is now occupied as a barber-shop; since 1868, it has been kept in the Town-Hall.

OLDEST BUILDINGS—There are eight old buildings in the borough which are still standing and worthy of special mention.

DEILY STONE BARN, near Catasaquaque creek, east of the new concrete county bridge, supposed to have been erected about 1760; now owned by the F. J. Deily estate.

GEORGE TAYLOR RESIDENCE, on the Deily Hill, south of Catasaquaque creek, two-story stone Colonial dwelling, plastered, supposed to have been erected in 1768, and now owned by the Frank J. Deily estate. There were three cast-iron plates at the back of open fire-places here which were cast at the Durham Furnace in Bucks county, with G T 1768 on them. The large plate in the kitchen was removed and presented by the Deily Estate to the Historical Society of Lehigh County in 1910. Taylor was employed as a clerk at this furnace and after its proprietor died he married the widow, and carried on the furnace before and during the Revolution. While there he became a member of

Congress and a signer of the Declaration of Independence. In 1913, when the School Directors of the Borough erected a new school building in the 3rd Ward for the accommodation of the increasing number of children, they named the building after him.

BIERY FARM-HOUSE at 2nd and Race streets, two-story stone, plastered and marked in imitation of brick: supposed to have been erected about 1800; now owned by August Hohl.

BIERY HOTEL, on Race street, at rear of American Hotel; fine two-story cut stone, used for many years as a tavern; erected in 1826; now owned by George B. F. Deily.

BIERY HOME at Race and Canal streets, opposite the large grist mill of Mauser & Cressman; fine two-story cut stone, erected in 1830; now owned by Frank B. Mauser and occupied by him as a residence.

BIERY STONE-HOUSE, on Race street at the canal; fine two-story cut stone, used for many years as a store and residence by James Lackey, Joseph Laubach and George Deily to accommodate the boatmen; erected in 1835; now owned by George B. F. Deily and occupied by him as a residence.

THOMAS HOME—The first home of David Thomas was on Front street, opposite the Crane Iron Works: two-story frame building erected for Thomas during the Summer and Fall of 1839 by the company while he and his family sojourned at Allentown till it was finished. A stone ice-house was erected for his use at the same time on the lot along the street, now used as a small store; owned by the company. There were two prominent and useful institutions in connection with this home which are also worthy of special mention.

A sun-dial was established in 1840 by the Crane Iron Co. along Front street near the gate leading to this home which was highly appreciated in the village for 30 years. Whenever the sun shone, it indicated

the correct time to all the inhabitants and visitors who passed the place. Watches and clocks were expensive then and not in general use.

A well was sunk by the Crane Iron Co. on this premises at the same time that the dwelling house was erected for Mr. Thomas and a pump-stock was placed there with a long iron handle to raise the water, and a long-handled iron cup attached to a chain from which to drink it. This was also appreciated, for the quality of the water was superior and many persons refreshed themselves there, more especially the working people at the furnace; indeed, all the families in that vicinity got their drinking water at this pump. It was continued in active use until the town came to be generally supplied from the water-works.

KURTZ FARM-HOUSE, in the 3rd Ward on the Kurtz Lane leading from the Howertown Road; two-story stone, erected about 1800; now owned by John Yeager.

FREDERICK HOME—The old two-story stone house on the public road on the west side of the Lehigh river near the Biery Bridge was razed in 1892 to utilize the stone for filling in the approaches to the iron county-bridge erected on the site of the Biery Bridge. It was one of the early houses in the Lehigh Valley, having been built in 1757. It was familiarly known as the "Frederick Mansion," named after George Frederick, who was the owner of the farm on which it stood to the time of the construction of the Lehigh Valley R. R. in 1855, when he sold it to Asa Paeker. One of the early owners was Jacob Yundt, who settled along the Lehigh river after taking up 278 acres in two warrants in 1750, which extended from the Biery Bridge down to Stephen Snyder's farm; and he erected the stone house in 1757. It was known for years as "The Fort," because it is supposed to have

been used as a place of refuge during the Indian incursions.

On account of their prominence in the early history of the town, I should mention also the Biery Grist-mill, the Breisch Home, and the Peter Home.

**BIERY GRIST-MILL**—Opposite the Biery Tavern were the Biery grist-mill, together with a saw-mill and fulling-mill, and the fine two-story stone house (now the residence of Frank B. Mauser). The mill-dam (abandoned) lay several hundred feet to the north-east, and the mill-race extended under what is now the northerly end of the Dery silk-mill, and the yard of the Mauser residence. At the fulling-mill, the bags of earded wool were fastened together with strong pins cut from the hawthorn hedges which grew along the road-sides in the township.

The farm-house along Race street, at 2nd, was the residence of Jonas Biery, a son of Frederick, who conducted the farm. There was a small rough-coated house where the Mauser barn is now located.

**BREISCH HOME**—The Breisch home was on a farm of about 7 acres. It occupied the site of Dr. Daniel Yoder's residence, at 3rd and Bridge streets.

**PETER HOME**—The Peter farm lay along the river. It extended northward from Church street to a point 100 feet beyond Spring street, and eastward to the Howertown Road, excepting the Breisch farm, which was "sandwiched in between." The farm house and barn were situated opposite the Schneller Block; the former was built of stone and stood near the canal.

A primeval forest extended along Front street from Wood street to Church and eastward to the Hower-town Road.

**FIRST OCCUPATIONS**—I mention the following names of persons who were the first here to pursue their several avocations in professional, industrial and commercial life:—

DOCTORS—The first doctor was William J. Romig of Allentown, who resided in the lower part of Front street and practiced his profession as a homoeopathic physician for eight or ten years when he returned to Allentown. He was succeeded by Dr. F. B. Martin who, for many years, was the only physician here, and in 1858 formed a partnership with Dr. Daniel Yoder. Martin died in 1868, and Yoder continued to practice until a few years ago when he retired. Dr. Horubeck was a nephew of Dr. Martin who came here in 1866 and was associated with his uncle until the latter's death. He also continued practice until his death a few years ago.

DENTISTS—There were no dentists here in 1839. Dr. J. P. Barnes, late of Allentown, was the first. He came over from Bath where he was a student with Dr. Seholl. He would visit the village on Church and Wood streets with his instruments in a satchel, and a patient requiring his services would attend to them. At that time it was the custom to file or cut away the tooth and insert an artificial tooth on a wooden pivot in the centre of the roots, the tooth having been cut away even with the gum. Imagine the pain, for no opiates were used.

Prior to the settlement of the village, Thomas Butz, who owned the farm now the site of the Thomas Iron Co., was the only extractor of teeth apart from the doctors. People would come for miles around and have him extract their teeth which pained them. If he were in the field plowing, they would take along from the farm house the instrument, a long hook; then he would sit them on a stump in the field, insert the hook back of the tooth (after having wrapped the handle with his handkerchief), and give a tremendous pull, when *presto*, out would come the troublesome tooth.

CHEMIST—The first chemist was Alonzo W. Kinsey, an Englishman, employed by the Crane Iron Co.

He occasionally gave free lectures and showed great ability in chemical experiments. His most astonishing feat was, after having washed his hands with some liquid, he would go to the foundry and dip his hands in a ladle of molten iron, and splash it around on the floor, then show his hands uninjured. He afterwards removed to the Carnegie Works at the request of Capt. Bill Jones; there he married a second time, the mother of the wife of Charles Schwab, now of the Bethlehem Iron Co. He died a few years ago at an advanced age.

**MACHINIST**—The first machinist was George Jenkins who was foreman of the small machine shop attached to the Crane Iron Works. He afterwards became superintendent of the Boonton Iron Works at Boonton, N. J., where some of his descendants are still living.

**DRUGGIST**—Uriah Brunner was the first druggist and also published the first newspaper, "*The Rising Star of Calasauqua*." He removed to West Point, Nebraska, where he became a State Senator of that State.

**HOTELS**—Besides the Biery Hotel (now the American Hotel), there was Nathan Fegley's "Temperance Hotel" at the corner of Church and Front streets, now known as Fullers block. In connection Mr. Fegley also carried on a general store, lumber and coal business.

**DAGUERREOTYPES**—The first artist for taking pictures was John Swartz, a brother of B. Frank Swartz, deceased. Pictures then were only taken on glass, known as daguerreotypes. He died at an early age in 1852.

**STOVES AND TINWARE**—This business was carried on by the late Charles W. Schneller, at Second and Mulberry streets; afterwards he removed to Front street, where his son Charles carries on the same business.

TAILORS—The first tailor was Joseph Youndt. He died of small-pox over fifty years ago.

BARBERS—The first barber was Samuel Romich, who died prior to 1857, when James W. Fuller (1st) brought a colored barber here, named William E. Welsh, who carried on a shop many years. A son lives at Coplay who has a barber-shop there.

SHOEMAKER—The first shoemaker was Joseph Troxell, who had a small store on the site of the Kemp store. His son, Alfred M. Troxell, carries on the same business at Front and Chapel streets.

STONE MASON—The first stone mason was Charles Breisch who helped to erect the first furnace. One son and a number of grand-sons still live here.

CABINET-MAKER—Owen Frederick was the first undertaker for many years. He carried on the business at the same place occupied by Frederick & Sherer. He was born below Biery's Bridge in the old stone house erected in 1757, which was razed some twenty years ago. It was situated just below Johnston's foundry.

LUMBER-YARD—The first lumber-yard was kept by Nathan Fegley, who came from Mauch Chunk. The front of the yard is the site of the Town Hall, extending back to Middle alley, thence down to Front street, on the site of the stores of Charles Kemp and Lawall Bros. On this account Railroad alley is not in a straight line, but deflected westwardly.

BRICK-YARD—The first brick-yard, where the bricks for the early brick buildings were manufactured, was on Howertown Road, at the corner of Wood street. David A. Tombler was the proprietor. He afterwards moved his yards to East Catasauqua and a few years ago they were abandoned.

Another brick-yard was on the Howertown Road close to Hunter's farm, where the Neighly Bros. car-

ried on the business for many years, but upon their removal west, it was abandoned.

**ICE-CREAM**—Charles Andreas carried on the first confectionery and ice-cream saloon on Front street, on the site of Schneller's block. He was for many years in charge of the large blowing engines at the Crane Iron Works.

**FOUNDRY**—John Fritz and his brother came here prior to 1852, and carried on the Union Foundry on the corner of Front and Pine streets. His brother-in-law, Isaac Chandler, had a blacksmith-shop on the site of the Crane Iron Co.'s locomotive-house at Bridge and Front streets. After a few years, they all left for Johnstown, Cambria county, Pa.

**FIRST ROCKER**—I remember the first rocking-chair brought to Biery's-Port. It was purchased at Bethlehem and it was so important a purchase that two men brought it up on a boat. When it arrived at the end of the week, the greater part of the villagers went to see it as a great curiosity. This was in 1847.

**FIRST CARRIAGE**—The first carriage at Biery's-Port was brought by John Boyer, father of Eugene J. Boyer, when he moved here from Bath about 1849. This was also regarded as a curiosity.

**FIRST SULPHUR MATCH**—It is said that the first match was made at Paris in 1805; and the first pocket match by John Walker, an English druggist, who sold 84 of them for a shilling.

Frederick Eberhart, who came to Catasauqua from New Jersey, made the first sulphur matches by taking a block of pine wood and so splitting it in small sticks with a knife as to leave the block at the bottom intact, and this was dipped in a solution of sulphur. He sold these blocks in the winter season when he had no other work. In using a match one was pulled off at a time.

**CHURCHES**—I mention in this compilation the two Presbyterian churches because they are so promi-

nently identified with the early history of Catasauqua.

**FIRST PRESBYTERIAN CHURCH**—The First Presbyterian Church at Catasauqua was established when the Crane Iron Co. started its great work here in 1839, and David Thomas is regarded as its founder. The first building of the congregation was erected in a woods on the south end of a small triangular piece of ground at the extreme limits of the land purchased by the Crane Iron Co., which was donated by the company for religious purposes. It adjoined the public road that led from Allen township on the north to the old town of Bethlehem on the south-east. The base or front of this land was 164 feet in length, and the other two sides each 158 feet.

The building was constructed of boards set upright, and covered by a shingle roof; and once a year it was white-washed, inside as well as outside, for which purpose a hogshead of lime was always on hand in a shed at the rear of the building. Three long iron rods were placed across the auditorium near the ceiling at equal distances, and these were fastened on the outside by nuts so as to keep the building firmly together. Camphene was used in lamps for lighting the room. The lamps were suspended from the ceiling and these could be lowered or elevated at will by simply pressing against a slender rod which extended through a little hole in the ceiling; and that slender rod disappearing through that little hole excited the curiosity of inquiring children.

By the suggestion of Mr. Thomas (who was the manager of the company) this small piece of ground at the rear of the old reservoir on Church street was enlarged to a rectangular figure 200 feet in width and 350 feet in depth.

The history of this congregation was concisely given in an address by Samuel Thomas, son of the founder, upon the occasion of celebrating on Sept. 23, 1904, the "Semi-Centennial Jubilee" of laying the corner-stone

of the present church on the north-east corner of 2nd and Pine streets, and its completeness being recognized, it has been substituted here in place of a previously published narrative. It was entitled by him, "Early Reminiscences of the First Presbyterian Church":—

"Just fifty years ago, in the peace and calm of the early twilight of a beautiful September evening, a group of Christian worshippers assembled to witness the ceremony of laying the corner stone of the First Presbyterian Church in whose shadow we are now standing, *first* in name only, but not in point of erection.

The first church was a little frame building 25 by 35 feet, built by David Minnich, in the woods between the reservoir and what is now Mrs. John Williams' garden, at the upper end of Church street, on land donated by the Crane Iron Co. The time was the last Sunday of December, 1839, cold and stormy, when the ground was covered with snow, and brother John and I had nailed planks together to use as a plough to open paths through the heavy fall of snow. The storm was so severe that after the corner stone had been laid by Rev. Landis, pastor of the Allentown Presbyterian Church (the first English church in Lehigh county), the little congregation were obliged to continue the services in the home of Father Thomas, which is still standing opposite the Crane Iron Works.

Of that little band of Presbyterian pioneers, I can find only three survivors besides myself: Mrs. Bender (nee Peter), and Mrs. Owen Swartz, her sister, and Mrs. Rehrig (nee Lackey), all the others having passed on to the beyond towards which we also are hastening.

As near as my memory serves me, those present on this interesting occasion were the following:—"Father" and "Mother" Thomas with their five children (Jane, Gwenny, Samuel, John and David), Mrs. James Lackey and daughter Maggie, John Samuels and daughter Rachel, Mrs. John Leibert, John Peter and family, Aaron Bast, Charles Breisch, Lawrence Landis, Mrs. Jonathan Landis and Andrew Archer. There were doubtless others, but these stand out clearest against the past.

The little building has been demolished and the venerable black oak tree has been removed, in whose forked branches I, as a boy, hung the bell which called the faithful to prayers. This bell passed into the hands of the Crane Iron Co., by whom it was used once a month on pay-days to call the men together. It still hangs on a branch of the tree, close to the office, where the curious may each find it. The tree and bell were natural means to a spiritual end and though they have passed out of use, the spirit abides for this church whose semi-centennial we celebrate to-day, and its great development into other churches, such as the Bridge Street Church, the church at Hoken-daqua, the Bethel-Welsh Congregational Church (known as 'Mother Thomas's Church'), the churches at Lockridge, Ferndale and Richard's

Mine in New Jersey, and the Presbyterian Church at Thomas in far off Alabama.

All these churches are living branches of the tree which was planted in faith and hope fifty years ago on that inclement Winter Sunday by a band of earnest Presbyterian men and women. The women are worthy of special mention for they too carried their share of the burden cheerfully and nobly. Well do I remember my sister Gwenny, Rachel Samuel, Maggie Lackey and Susanna Peter, brave and helpful young girls, who carried water in pails all the way from the canal to scrub and clean the church, and as the building was used for a day-school during the week, every Saturday morning it required their earnest attention.

In a recent interview with Mrs. Owen Swartz and Mrs. Rehrig, whose personal recollections of the early times in the history of this church are very clear, I was reminded that church services were held in my father's house until the completion of the building on March 22, 1840.

This little white-washed church was used for worship until the present building was ready to be occupied in 1856. Two years after the laying of the corner stone, the church was dedicated, free of debts. My thoughts dwell with especial pleasure upon those far-off days, and the building of those early Walls of Zion in our adopted home.

As I review those early years, I see the earnest figures of my father and mother, who were strangers in a strange land, zealous from the beginning to see a house of worship planted here. When the church was organized, it numbered only three, father, mother and sister Jane; and father was then ordained as first elder.

About two years later, David Williams, Sr., located with his family at Catasauqua and he became a member of this church; and soon afterwards he was inducted into the eldership. He was a most excellent man, and though in poor health he was strenuous in all good works. It was he who took up the collection and acted as treasurer of the church. He died August 14, 1845, and his remains were laid to rest in the church yard after services in the little white church which he had served so well.

As the population increased the church in the woods became too small. A special meeting of the congregation was therefore held to discuss ways and means for securing a new building. A committee was appointed consisting of the pastor, Rev. Cornelius Earle, David Thomas, Morgan Emanuel, William McClelland and Joshua Hunt.

By an arrangement with David Thomas (who had donated some adjoining land to enlarge the church property on Church street), an exchange was made of that land which secured to the congregation the site of 180 by 180 feet at the corner of Second and Pine streets, upon which today stands the present church, the parsonage and the chapel. Plans having been made and adopted, sufficient funds were raised to warrant the new enterprise.

The corner stone of the old church was brought here and deposited just previous to the ceremony of laying the new corner stone. It is a gray sand stone from near Kreidersville. It was fashioned by Charles Breisch and bears the date of 1839, which can be seen on examination. In the new stone a copper box was laid which, according to custom, contained a Bible, some coins, local papers, and whatever the copper box of the old corner stone had contained. An address was delivered by Rev. Richard Walker of Allentown, and Rev. Leslie Irwin of Bain assisted in the services.

On Sunday, the 11th day of May, 1856, the church was solemnly dedicated to the worship of God. Rev. Geo. Duffield, D. D., preached the dedicatory sermon, Rev. C. Earle and Rev. R. Walker taking part in the services. Rev. Jacob Becker preached German in the afternoon.

Only a few remain who were then from 20 to 30 years of age:

|                  |                    |
|------------------|--------------------|
| Mrs. Thomas Bear | William Kildare    |
| Charles Graffin  | Chas. W. Schneller |
| Daniel Milson    | Mrs. Quigg         |
| James Nevins     |                    |

and those who were from ten to twenty years still among us are:

|                       |                      |
|-----------------------|----------------------|
| Mrs. John Thomas      | Owen F. Leibert      |
| James Thomas          | Joseph McFetridge    |
| Mrs. James Thomas     | John McFetridge      |
| Mrs. Emma C. Williams | Mrs. John Knauss     |
| Rebecca Siegley       | Mrs. James Torrence  |
| Mrs. Kate Stewart     | Martha Wilson        |
| William H. Glace      | Thomas Jones         |
| Joseph Matchette      | Mrs. Wm. T. Snyder   |
| Mrs. Herbert James    | Mrs. Edwin Mickley   |
| Samuel Davis          | Mrs. James W. Fuller |
| Daniel Davis          | Archibald Courtney   |
| David Davis           |                      |

The edifice is built of brick, semi-Gothic in style. The main building is 40 by 63 feet, exclusive of tower and pulpit recess; and it has a transept on the south side 20 by 30 feet, which forms part of the audience room, and also an organ transept on the north side, 10 by 20 feet. The organ was the gift of David Thomas. The spire is 150 feet high, a fine-toned bell being in the tower. The congregation had been regularly incorporated in 1853.

As commemorative of the re-union of the Old School and New School Assemblies of the Presbyterian Church a memorial chapel was built on Pine street at

the rear of the edifice in 1871, the corner-stone having been laid May 13th, and the dedication having taken place on December 10th. This building is also of brick, semi-Gothic in style, 35 by 82 feet. It contains rooms for all church purposes; and it is used for mid-week services and by the Sabbath-school.

Forty feet north of the church, front on 2nd street, there is an attractive and conveniently planned manse, built of brick, in style corresponding with the church.

Rev. Cornelius Earle served as the pastor in a most efficient manner from Oct. 14, 1852 to 1898, when he resigned, after a continuous and most successful service covering a period of 46 years.

During the year 1899 the regular services were conducted by other licensed Presbyterian ministers.

Rev. Charles H. Miller was elected as the successor of Rev. Earle, and he has served the congregation in a most efficient manner since February 1900.

A Sunday-school has been conducted in connection with the church from the beginning, and the superintendents have been prominently identified with the church as elders:—

David Thomas, 1839 to 1847; elder from 1839 to 1882.

Joshua Hunt, 1847 to 1882; elder from 1847 to 1886.

John Williams, 1882 to 1892; elder from 1874 to 1892.

Joseph Matchette, 1892 to 1914; elder from 1892 to 1914.

The membership of the church in December, 1913, was 234; of the Sunday-school, 300.

BRIDGE STREET CHURCH—Rev. Leslie Irwin at the time of building the little frame church was the pastor of the "Irish Settlement." He was a graduate of the Royal-Belfast College, and having been licensed to preach by the Synod of Ulster, he emigrated to America in 1834. He was received as a licentiate by the Presbyterians of Philadelphia on Dec. 22, 1835, and there ordained as an evangelist, with orders to locate in the "Irish Settlement." Upon his arrival he found

two churches, one at Weaversville and the other near Bath, both of which are still standing.

The erection of a church of the same faith within the boundaries of his parish without authority of the Presbytery, and the removal of influential families like the Nagles, Depews, Loders, Lyles and Hudders, to the new village, caused him to be on the alert. He therefore visited the people who had come from his own country in the north of Ireland, and finding himself in touch with them, he requested permission to preach to them in this new church, which was given.

At great personal inconvenience and in spite of inclement weather, he visited the families from house to house, and once every Sabbath preached the gospel to them. Finally, in 1850, in compliance with their request, set out in a petition, the Presbytery of Newton organized another congregation with 32 members and ordained James McClelland as its first ruling elder. Rev. Irwin continued his ministrations in a most faithful manner for fifteen years until 1865, when he was succeeded by Rev. James Lewars. In 1852 he succeeded in securing the erection of a church on Bridge street, a short distance west of the Howertown Road, on the additional lot of ground, containing 2 acres 76 ps. which had been granted and conveyed in 1849 by John Peter to David Thomas, Robert McIntyre, Owen Rice, Samuel Thomas, William Taylor, David Williams and John Peter, as trustees of the Presbyterian congregation. Before this time a memorial to the Presbytery was signed by 170 individuals, as residents of Craneville, and a report was forwarded in 1850, stating that there were 62 members in communion with the Church.

After the purchase of this small additional tract of land, the "old school members" desired to withdraw from the "Union Church," and effect a division of the assets, having, in a petition to the Crane Iron Co., styled themselves as the "Presbyterian Church of

Craneville," though neither of the two congregations had as yet been incorporated. But it would seem that the Presbytery at Newton recognized Rev. Irwin's congregation as the "old school." The lot, known as the "Academy Lot," was eventually sold, the debt on it satisfied, and the surplus equally divided between the two congregations respectively known as the "Old School" and "New School." These designations subsequently became offensive to the respective members, and a change was accordingly made so that the congregation which erected their new church in 1852 on Bridge street was named "The First Old School Presbyterian Church," and that which erected theirs in 1854 at Pine and Second streets was named "The First Presbyterian Church." The former was incorporated in 1851, and the application was signed by

Robert McIntyre

William Miller

John McIntyre

William Baird

John Hudders

Thomas Knox

John G. Loder

James Pollock

William Taylor

F. W. Quigg

The edifice erected in 1852 on Bridge street was a plain, frame, one-story building and this was used until 1866, when the present brick church was erected in its place. A two-story brick parsonage was erected shortly after 1852 on the lot, east of the church, for the use of the pastor.

From that time, the so-called "old-school" have worshipped in the building by themselves. In the proceedings of incorporating the respective congregations, this distinction was studiously avoided, and the only public evidence of its existence is the inscription of the letters "O S" on the cornerstone of the Bridge Street Church.

The membership of the congregation was as follows: In 1850, 32; in 1865, 105; in 1873, 225; in 1900, 159; in 1913, 271.

The pastors have been:—

Leslie Irwin 1839-65

James Lewis 1865-68

William Fulton 1868-75

David Harbison 1876-1901

Benj. F. Hammond 1902-09

Harry W. Ewig 1909-14

Four young men of this church became candidates for the ministry, and, after a thorough preparation, were regularly installed as ministers of the Gospel according to the Presbyterian faith. Their names are Nathaniel McFetridge, John Irwin, Albert J. Weisley and Joseph L. Weisley.

The "Semi-Centennial Jubilee" of the church was appropriately celebrated by the congregation May 6-11, 1900; and as a "souvenir" of this historic occasion, a neat little volume was compiled, embracing a concise history of the church, and distributed among the members.

A Sunday-school was organized by the first pastor about the time he began his pastorate here and it has been conducted until the present time. The superintendents have been Joseph McMullin, John Hudders, and William Weisley, the last named since July 14, 1872. The membership in December, 1913, was 170.

VISITING MINISTERS—Numerous visiting ministers preached in the old church. Thomas P. Hunt, an itinerant preacher, an ardent anti-slavery man and a "Washingtonian" (as the temperance men were then called), would come periodically without notice. He was a small hump-backed man; but his tongue was straight and lively. On one occasion he came unannounced, and he was in the pulpit as the congregation assembled. The pulpit was high and suitable for tall men. On this occasion, after the choir had finished singing, he suddenly popped up (only his head showing above the pulpit) and announced his text by the startling words, "It is I, be not afraid."

Rev. Charles H. Russell was a graduate of Yale College and came here as a teacher in the Bridge-street school-house. He preached as a "supply" and gener-

ally had notes of his sermon. On one occasion a gust of wind blew the loose notes of his sermon in every direction, whereupon old John McClintock, who occupied the first pew, jumped up and began to gather them together when Russel called out in a loud twang, "Never mind, John, let them fly," and proceeded with the discourse to the end without his notes.

ACADEMY—An academy was erected in 1848-49 on the Presbyterian lot by Alfred Cattemore (an English carpenter who had "strayed" here), by securing subscriptions from the members; and the Crane Iron Co. advanced \$1,200 towards the cost of it, for which they took a mortgage. This was regarded as a model school at that time. It had ventilators in the ceiling, and each pupil had his own desk with an ink-well set in on top and screwed fast, and shelves were arranged underneath for his books. It was continued in use as a private-school until 1856 when it was sold to the Catasauqua School District for \$2,530, and the proceeds, after satisfying the mortgage, were distributed in equal proportions to the two congregations. The trustees of this school were

David Thomas  
Robert McIntyre  
Samuel Thomas

William Taylor  
David Williams  
Owen Rice  
John Peter

The School District held and occupied this school-house and lot for 40 years, until the erection of the Lincoln school building; then it was abandoned for school purposes. Subsequently it was sold to James W. Fuller for \$5,000, and he erected thereon a commodious mansion for himself, which is still standing, and occupied by his son.

The teachers were John Hudders and his wife, Esther Hudders, Joseph Leonard, Rebecca Leonard, Samuel P. Bliss, Alonzo W. Kinsey, Charles H. Russell, and others.

FAIRVIEW CEMETERY was founded by James W. Fuller of Catasauqua in 1858, having purchased

from Robert McIntyre and Peter Miller 6 acres 110 perches of land in South Whitehall (now Whitehall) township, across the Lehigh river from Catasauqua, for burial purposes, because the conveniences of interment in the borough were limited. Before that time, the dead bodies of the town had been buried in the grave-yards adjoining the Presbyterian Church at Church street and Church alley, and that adjoining the St. Paul's Lutheran Church on Howertown Road, and also that adjoining the old Evangelical Church at Mulberry street and Howertown Road. Fuller laid off the land into burial lots, 10 by 20 feet, and named the place "Fairview Cemetery" on account of its elevated situation; and he provided in each deed, executed and delivered by him, for lots in the cemetery, "that when one-half of the lots in the original plot were sold, the purchasers were empowered to form an association for the care and management of its affairs, make rules and regulations for its government, elect officers and have complete control of the ground."

In 1871, an organization was formed by the lot-holders, who elected the following managers:—

|                               |                    |
|-------------------------------|--------------------|
| Melchior H. Horn, president.  |                    |
| R. A. Boyer (sec. and treas.) | Samuel L. Nevins   |
| David A. Tomblor              | James W. Swartz    |
| R. Clay Hamersly              | William H. Laubach |
| John Thomas                   | Orange M. Fuller   |

A petition was presented to Court for the incorporation of "The Fairview Cemetery Association," and the decree was made on Sept. 13, 1872. The dead interred in the grave-yards of the borough were then removed to the cemetery.

Many fine monuments have been set up in this cemetery. It includes a superb "Soldiers' Monument" which is recognized as the first erected in Pennsylvania, and this was accomplished largely through the instrumentality of Samuel Thomas in response to an

earnest request of his brother David, made shortly before his death in 1862.

A superior and attractive, enclosed pavilion was placed in the circle, next to the Soldiers' Monument, by the Association in 1895; and another prominent feature is the large vault of David Thomas.

Soon after the cemetery had become the property of the Association in 1872, two bequests were made to it by James W. Fuller and Samuel Glace with the condition that the income should be expended towards the perpetual care and preservation of their burial lots. Since then numerous other lot-holders have followed their example.

The total lots laid off number 2,317. The graves to January, 1914, number 4,800.

John Kane was the first soldier of the Civil War buried in this cemetery, April 27, 1862, and the extraordinary event attracted many people.

**SOLDIERS' MONUMENT**—At the close of the Civil War, the patriotic impulses of this community gave a practical appreciation of the costly services of the volunteer soldiers from Catasaugua and the vicinity, by the erection of a costly marble monument on the circular plot, reserved for it in the cemetery, and on the four sides of the shaft there are inscribed the names, rank and regiment of each soldier who boldly went forth to battle that the Union might and should be preserved, numbering altogether 157, and also the names of the battles in which they were engaged, and twenty-six of these soldiers were killed or died in service. And across the top of the shaft hangs the American flag in graceful folds, surmounted by the striking figure of an American eagle with outspread wings, as if standing guard over the heroes sleeping quietly there till the resurrection morn. Around the monument a space was at first reserved for the burial of veteran soldiers but this idea was afterward

abandoned in order to set apart the monument more effectually.

The monument was solemnly dedicated on Oct. 3, 1866, with appropriate ceremonies, pursuant to arrangements by the Monument Association, and Rev. C. Earle, pastor of the First Presbyterian Church, delivered an historical address. In the course of his remarks, the pastor emphasized the statement that neither his name nor the name of any other civilian member of the committee appeared anywhere on the shaft in pursuance of a provision by the Monument Association at the time of its inception "that no man's name shall be inscribed on the monument unless he was sworn into the service of the United States and was under the enemy's fire:" so that it is just what it purports to be, "A Soldiers' Monument."

Maj. A. R. Calhoun was the orator and he delivered an impressive oration to a large concourse of people who had assembled from all the towns and places of the Lehigh Valley, including many men who had been in actual service and faced the enemies of their country.

In 1871, Gen. Charles Albright, member of Congress, introduced a special act of Congress to donate four siege guns and 24 cannon balls of unused artillery to the George W. Fuller Post, No. 74, G. A. R., for the adornment of this, "the first soldiers' monument in Pennsylvania:" and in 1884, upon the reorganization of Fuller Post No. 378, G. A. R., the Secretary of War ordered the Commandant of the Watervliet Arsenal at West Troy, N. Y., to issue to said Post four 64-pounder cannons, two of the English model of 1812 weighing respectively 5,514 and 5,498 pounds, and two U. S. guns of the 1819 and 1829 models, weighing respectively 5,014 and 5,000 pounds; and these were placed at the four corners of the monument as an appropriate and expressive ornamentation.

ROLL OF HONOR—The names of the enlisted men inscribed on the shaft, with their rank and organization as a "Roll of Honor," are as follows:—

*46th Reg't., P. V.*

*Officers.*

Major Arnold C. Lewis  
Capt. Joseph Matchette  
Lieut. Wm. R. Thomas  
Lieut. Robert Wilson  
Lieut. Edward Cramsie.  
Lieut. James McQuillen  
Ord. Serg. Isaac Davies  
Serg. Daniel Davis

Serg. Morgan Richards  
Serg. John J. Davis  
Corp. Robt. E. Williams  
Corp. Wm. McMonegal  
Corp. Hugh Lyons  
Corp. John Patrick  
Corp. John Moore  
Corp. John H. Price  
Musician Andrew Sinley

*Privates*

Wallace Brown  
John Blair  
David Bachman  
John Brown  
John Cannon  
Daniel Dwyer  
Daniel Desmond  
Alex. Doneghue  
Hugh Dougherty  
Philip Hill  
Geo. Hasson  
Jeremiah Keefe  
John Kilpatrick  
John Leo  
Thomas Mooney  
John McMurtrie

James McCracken  
James McLaughlin  
David McCandless  
John McQuillen  
John McFadden  
John Reed  
Solomon J. Rowe  
Michael Rohfritz  
John Richards  
Patrick Reilly  
John Son  
Patrick Sullivan  
Wm. Thompson  
Franklin Ward  
Samuel Zellner

*47th Reg't., P. V.*

*Officers.*

Capt. Henry S. Harte  
Capt. Edwin Gilbert  
Lieut. James W. Fuller  
Lieut. Geo. W. Fuller  
Lieut. Wm. H. Bartholomew  
Lieut. Augustus Eagle  
Lieut. Henry H. Bush  
Lieut. Thos. F. Lambert  
Ord. Serg. James Tait  
Ord. Serg. Wm. H. Glace  
Serg. John W. Heberling  
Serg. Richmond H. Schwab  
Serg. Jos. J. Lilly  
Serg. Albert H. McHose

Serg. W. F. Longenhagen  
Serg. John L. Jones  
Corp. Joseph H. Schwab  
Corp. G. H. Longenhagen  
Corp. Martin O'Brien  
Corp. Josiah H. Walk  
Corp. James E. Patterson  
Corp. Robt. Cunningham  
Corp. Augustus F. Eberhart  
Corp. Chas. L. Nolf, Jr.  
Corp. Spencer Tettermar  
Corp. Jas. Ritter  
Corp. W. H. Van Dyke  
Mus. David A. Tombler, Jr.

*Privates*

|                    |                 |
|--------------------|-----------------|
| David Andrews      | Chas. H. Michel |
| Abram Bander       | Daniel Newhart  |
| Godfrey Betz       | John O'Brien    |
| Stephen Beers      | Michael O'Brien |
| Hiram A. Beitelman | Wm. Offhouse    |
| Wm. Christ         | Griff. Reinhart |
| Ambrose Dietrich   | Robt. M. Sheats |
| Wm. Ehrich         | Nicholas Smith  |
| Orlando Fuller     | Gotlieb Schrum  |
| Fred. Fisher       | F. H. Wilson    |
| Rainey Grader      | John P. Weaver  |
| Addison R. Geho    | John Worley     |
| Joseph Geiger      | John Weiss      |
| Joseph Gross       | G. Assenheimer  |
| Joseph Hunsicker   | Wm. Henry       |
| William Herman     | Emanuel Leffler |
| Isaac Jacoby       | Aaron Laub      |
| Wm. Jordan         | Chas. Leffler   |
| John Kane          | Frank Leffler   |
| Geo. Kerchner      | Benj. Missimer  |
| Nicholas Kuhn      | Wm. Menseh      |
| Wm. Kuntz          | William Myers   |
| Reuben H. Keim     | Ed. Mathew      |
| Philip King        | Jenkin Richards |
| Charles King       | Alfred Lynn     |
| J. K. Longenhagen  | W. H. Moll      |
| Joel Laudenslager  | Geo. Moll       |
| John Lucky         |                 |

*Different Organizations.*

|                               |                                |
|-------------------------------|--------------------------------|
| Milton J. Hooker, 1 Pa. Res.  | Samuel Roberts, 6 Pa. Cav.     |
| Joseph Shelly, 1 Pa. Res.     | William Berlin, 8 Pa. Cav.     |
| Stephen Sheirer, 1 Pa. Res.   | James R. Henry, 8 Pa. Cav.     |
| John Scholle, 3 Pa. Res.      | Peter Mack, 8 Pa. Cav.         |
| Joe. Davies, 53 Pa. Vols.     | John Keeffer, 16 Pa. Cav.      |
| James Hutchison, 53 Pa. Vols. | Samuel Kiefer, 6 N. J. Cav.    |
| John McClelland, 53 Pa. Vols. | Abram Miller, 6 N. J. Cav.     |
| George Henry, 54 Pa. Vols.    | Robert Newhard, 6 N. J. Cav.   |
| John Case, 58 Pa. Vols.       | Herbert James, 12 U. S. Inf.   |
| John Saurwine, 58 Pa. Vols.   | John Bigley, 14 U. S. Inf.     |
| William Paul, 188 Pa. Vols.   | Charles Miller, 14 U. S. Inf.  |
| Thomas Smith, 202 Pa. Vols.   | William Newhard, 14 U. S. Inf. |
| Charles Boyle, 6 Pa. Cav.     | John Graham, U. S. Navy.       |

*Battles of the 46th Regiment.*

Winchester, Va., March 23, 1862.

Middletown, Va., May 25, 1862.

Winchester, Va., May 26, 1862.

Cedar Mountain, Va., Aug. 9, 1862.  
 Sulphur Springs, Va., Aug. 27, 1862.  
 South Mountain, Md., Sept. 14, 1862.  
 Antietam, Md., Sept. 17, 1862.  
 Chancellorsville, Va., May 1, 2, 3, 1863.  
 Gettysburg, July 1, 2, 3, 1863.  
 Resaca, Ga., May 15, 1864.  
 Cassville, Ga., May 19, 1864.  
 Dallas, Ga., May 25, 1864.  
 Pine Knob, Ga., June 9, 1864.  
 Kulp's Farm, Ga., June 22, 1864.  
 Pine Tree Creek, Ga., July 26, 1864.  
 Atlanta, Ga., Sept. 6, 1864.  
 Cypress Swamp, Ga., Dec. 8, 1864.  
 Savannah, Ga., Dec. 21, 1864.  
 Chesterfield, C. H., So. Car., March 2, 1865.  
 Averysboro, No. Car., March 14, 1865.  
 Berryville, Va., Sept. 5, 1864.  
 Coon Run, No. Car., April 10, 1865.  
 Raleigh, No. Car., April 26, 1865.

*Battles of the 47th Regiment.*

St. John's Bluff, Flor., Oct. 8, 1862.  
 Pocataligo, So. Car., Oct. 22, 1862.  
 Sabine Cross Roads, La., April 8, 1864.  
 Pleasant Hill, La., April 9, 1864.  
 Cane River, La., April 25, 1864.  
 Manasses Plains, La., May 16, 1864.  
 Berryville, Va., Sept. 5, 1864.  
 Opequan Creek, Va., Sept. 19, 1864.  
 Fisher's Hill, Va., Sept. 22, 1864.  
 Cedar Creek, Va., Oct. 19, 1864.

FIRST FUNERAL—After the completion of the first furnace, a young man named John Thomas (a relative of the superintendent) fell from its top and was killed. Samuel Thomas, the son of the superintendent, told me a few years prior to his decease, that he saw the young man drop. The body was buried in the grave-yard at the rear of the Presbyterian Church on 5th street, in Allentown. It was carried on a bier, on the shoulders of relays of fellow-employees, who wore high hats from which hung long streamers of black crepe, after the custom at that time prevalent in Wales.

Almost every inhabitant of the hamlet followed the solemn procession on foot to the grave-yard, amongst them being "Mother" Thomas (as she was afterward affectionately called), and Mrs. James Lackey. After the completion of the substantial family vault of David Thomas in Fairview Cemetery, the remains were removed to it. Soon after this funeral, a burial ground was provided in Biery's-Port on the lot adjoining the frame Presbyterian Church on Church street.

At that time it was customary in the surrounding country, when there was a funeral, to place the coffin on a large farm-wagon on a bed of straw and chairs were arranged around the coffin for the chief mourners. On account of the thinly-settled country, relatives and friends came a considerable distance to attend a funeral, and after the burial all were invited to return to the house for refreshments. The guests stood in a row and waiters served them with a cold lunch, followed by helpers who carried bottles of whiskey and glasses on trays and offered *liquid* refreshment to all such as wished to indulge.

The cholera of 1854 was fatal. It was brought here in a boat from Philadelphia. Some days there were several funerals; and it was indeed a gruesome sight to see them marching up Church street, the coffin high in the air upon the carriers' shoulders, swaying to and fro, followed by relatives whose lamentations filled the air. Of the McClelland family, an adult brother and sister were buried the same day.

Quite a number of boatmen were drowned here by the rapid rush of the water in the canal, which was caused by the forcing process to supply a strong blast for the furnace, and their bodies were buried on the Presbyterian lot.

Since that time, there has arisen a great change in the modes of burial, and in the construction of the coffins, all in the line of an advanced enlightenment.

Then there were no means of embalming or preserving the bodies, the only way being to lay them on sod. Burials were necessarily made soon after death.

A grave-yard was attached to the St. Paul's Lutheran Church; and one to the Evangelical Church at the corner of Howertown Road and Mulberry street. Two were attached to the Presbyterian Churches.

These grave-yards in the town have been discontinued and the bodies buried there removed to the Fairview Cemetery. It has been estimated that about 100 bodies were buried in the grave-yards of the two Presbyterian Churches.

EARLY SCHOOLS—The first school was held in the "Old Church," and started with 15 pupils. A Mr. Landis was the teacher, and he was soon afterward followed by a young man named Evans, when it was transferred to the Hanover township school-house on Deily's Hill, which overlooked the dam opposite the foot of 2nd street. This was before 1853, when the village was a part of the township. The new school law had previously been accepted. The building was one story, with one room.

The *first* school building established within the limit of the borough was a frame shanty put up by the Crane Iron Co. at the corner of Church street and Limestone alley.

The *second* was erected by Hanover township at the corner of Union street and Railroad alley which the borough received upon its incorporation.

The *third* was the Bridge street school in 1849.

The *fourth* was situated on lower 2nd street, which is now owned by the Lenox Manufacturing Co.

The *fifth* was the 2nd street High-school building in 1859.

The *sixth* was situated on lower Front street, now owned by the Temperance Association.

The *seventh* was the Lincoln building on the Howertown Road.

The *eighth* was the High-school building, adjoining the Lincoln building.

In addition to the schools mentioned, a three-story building, situated on Front street near Union, was rented and used for school purposes. This is now owned by Frank Hunsieker, Esq.

Mrs. Esther Hudders conducted a private school for years in the basement of the Bridge street Presbyterian Church. She and her husband were the first teachers in the Bridge street school, and they taught there three years.

TEACHERS—The early teachers, as I recall them, were the following, with the time of service:

Margaret Meeker 1845; from Allentown.  
 D. F. Davis 1846; from Easton.  
 Edward Clarke 1847; from Wyoming Co., Pa.  
 John Hudders 1848 to 1852; from Irish Settlement.  
 Esther Hudders 1848 to 1852; from Irish Settlement.  
 Joseph Leonard 1853; from Connecticut.  
 Rebecca Leonard (sister of Joseph) 1854; from Connecticut.  
 Annie E. Butchers 1854-55; from N. Y. State.  
 Charles L. Russell 1855-56; from Bridgeport, Conn.  
 Samuel P. Bliss 1856; from Connecticut.  
 Charles H. Kitchell 1857; from N. Y. State.  
 Alonzo W. Kinsey 1857; from Catsanauqua.

In the year 1858, the teachers were: Charles L. Russell, grammar school; Alonzo W. Kinsey and William H. Barton, secondary; Eliza McKee and Anna Phillips, primary.

Mr. Russell having resigned, R. Clay Hamersly became his successor: then his school was regraded and classified; the advanced pupils were formed into a High-school which was assigned to Prof. Hamersly. The High-school came to be regularly established as a part of the system in 1863, with Prof. Hamersly as the teacher.

PUPILS—The attendance of the pupils was registered as follows:—

|      |          |      |          |
|------|----------|------|----------|
| 1858 | .....300 | 1861 | .....408 |
| 1859 | .....325 | 1862 | .....450 |
| 1860 | .....365 | 1863 | .....471 |

SESSIONS—The early custom was to continue the sessions of school from four to six months, but the founder of the town did not think it was right to allow the sons of his workingmen to run around the streets; so he erected a long frame building at the corner of Church street and Limestone alley and directed school to be held during the whole year without any vacation.

DEILY SCHOOL—A teacher, by the name of Toby, taught for some time in the school-house on Deily's Hill and his ability and success were highly appreciated, but like other good teachers, he quit for want of proper compensation. He was followed by a teacher who had the remarkable name of William Henry Harrison Barton, but he also quit because the salary was too small. Besides leaving his great name, he left an incident which is worth preserving in connection with our schools.

Barton, finding his salary too small, resorted to writing stories for the newspapers, among them the *Allentown Democrat*, whose enterprising and sympathetic publisher engaged him to write a certain story and promised to pay him \$5 for it after the first chapter was published. The first chapter appeared and proved interesting, but the \$5 did not appear. Not discouraged, the hopeful author supplied the second chapter, but the money not then appearing, he hesitated.

This led the publisher to urge him to finish the story, which showed the publisher's interest. The third chapter was supplied, but the author left the hero of his story in an awkward position. It seems that the hero was about to be married and on his way to the church was interecepted by a swollen stream. A large tree fortunately stood on the edge of the bank and one of its lower branches reached to the other side; and the emergency being great, the hero elimbed the tree and cautiously worked his way out on this

branch, which trembled under his weight and swayed to and fro. Suddenly, his foot slipped, and in falling he was caught by the seat of his trousers, where the wary author left his trembling hero, and sent word to his anxious publisher that he proposed to let him there until he received his \$5.

The money was promptly paid, the concluding chapter of the story rescued its hero from his perilous situation over a raging torrent, and a happy marriage ensued, which delivered both reader and publisher from further suspense.

INDICATOR—I recall a large square board which stands out prominently in my mind in connection with the Deily School. It hung on a nail near the door. On one side was painted in plain letters the word IN, and on the other, the word OUT. This constituted one of the rules of the school; quiet, easily understood, but very expressive.

One day, a little fellow in the centre of the room raised his *right* hand to make use of his privilege to retire, without first looking to see how the board was turned. The teacher said sternly, "Did you look at the board?" Undaunted, the boy, with a tremor in his voice, replied: "But, teacher, please, I *must* go!" The teacher yelled: "Go, but don't you dare to sneak off for candy!"

The boy retired and slammed the door after him, which caused the board to drop to the floor. This excited the quick wit of an older boy, who raised his *left* hand with a loud snap of his finger to attract the teacher's attention, and the teacher responded curtly: "Well, what now?" The boy said meekly, with a twinkle in his eye, "The board dropped and the signal's gone." "The what's gone?" said the teacher; when the boy answered "The light's out." This put a twinkle in the teacher's eye, and he said, "Well, boy, you're bright; put up the light."

READING CLASS—In reading, a class stood up and read in consecutive order from the head to the foot, or *vice-versa*; and so the English reader was read through and commenced over again and re-read. It was considered the proper thing when the end of the book was reached at the Latin word FINIS, for the last pupil in the course of reading to call out loudly, "Five Irish Niggers in Spain," and the next to reverse the order of the letters and call out "Six Irish Niggers in France," and this performance generally ended in a trouncing.

CLASS LEADERS—It was customary to choose two leaders of a spelling-class who were selected by the pupils to fill up their respective sides, and whenever a word was mis-spelled by a pupil in the class, he quit and this was continued until only one was left, who represented the winning side.

PENS—Quills were used as pens and a part of the teacher's duties was to make them after school hours, ready for the next session. I remember the day the first steel pens were introduced. They were imported from England and called "Jos. Gillotte Pens," which were sold to the pupils two for three cents. All school supplies then, even the ink, were sold to the pupils.

TEACHERS' PAY—The teachery's pay, \$1.06 $\frac{1}{4}$ , was brought by the pupils every three months and this was generally paid in Mexican money. Spanish shillings were called "levys;" and sixpences or half-shillings were called "fips" (6 $\frac{1}{4}$  cents.)

PUNISHMENT—Corporal punishment in the schools was almost universal. Solomon's admonition "spare the rod and spoil the child" was considered the proper doctrine. Long whips, cut from the stumps of trees after the woods had been removed, were the proper caper. It was considered good practice to send a pupil out into the yard to cut them and bring them into the

school-room, then give him a good whipping to break his spirits and so develop obedience.

Rulers were thrown at scholars for whispering, who were directed to bring them to the teacher, then hold out their little hands to the teacher who slapped them until the offenders wriggled with pain.

Pupils who failed to understand their sums in Mensuration were compelled to stand on a desk and hold a brick in one hand and count the corners of the Bridge street Presbyterian Church. This was before the parsonage was erected.

Some of the teachers in those days were barbarous in their treatment of the pupils. They would sneak behind the pupil who had made a mistake in his sums and yank him from his seat by pulling him by the ear, or take a book and bang him on the side of the head. I remember one teacher who called up his pupils and slapped them on their hands with a black ruler (which was supposed to be more painful than a white one), meanwhile chewing tobacco vigorously and expectorating into a large spittoon five feet off.

Another cruel feature of those days was this: When a class was called up to recite or spell, the pupil who missed had to go to the foot of the class, and, at the close of the lesson, tell the teacher how many mistakes were made, and so many times would the teacher slap the palm of the hand hard with a black ruler. Oh, how those slaps would sting! The burning sensation would continue for hours.

TOWN-BALL—Among the games for the boys was one called town-ball. Self-appointed leaders divided the boys into two contesting parties or sides by selecting one at a time alternately until the number present was exhausted; and that leader started the selection by winning the toss of the bat, "wet" or "dry," either having spat on one side and tossed it into the air, then the other would have to guess, and if the lat-

ter got his guess he would take his side to the bat, and the other his side to the field.

The bat was a heavy paddle, not a round stick as now. The ball was not a purchased article; it was generally made by some boy out of his woolen socks which were unravelled and the yarn was wound around some rubber strips cut from an old gum-shoe, or around a small piece of cork, and sewed in a leather cover.

There were four corners, like the points of a square figure; sometimes five corners, an extra one between the second and third, making the points of a pentagon. If the batter struck at the ball and missed it and the catcher caught it he was out; but if he hit it he had to run and make his base. If the ball was caught on the fly or even one bound he was out. All the players had to be made out; then the side would select its best batter to bat and if he succeeded in making three "home-runs," his side could start anew; otherwise the fielders would take their turn at the bat.

The score of runs was frequently very high in the game. It was kept by cutting notches in a stick or by tallies of five.

If the ball should be lost in the grass, the fielders would cry "lost-ball," and the play was suspended until the ball was found.

A runner at or around the bases, hit by a thrown or batted ball, was regarded as out. The ball was not hard; frequently, it was a hollow, flexible "Goodyear" ball, which was preferred.

**PUBLIC LIBRARIES**—In 1846, The Crane Iron Co. started a library of 250 books for the use and improvement of their employees. A room was set apart on the second floor of the old two-story brick office building on Front street opposite the furnaces for this purpose and it was kept up for nine years. This is another evidence of Mr. Thomas' desire to develop and maintain a high standard in the community.

About 1878, Oliver Williams, another prominent man here in the industrial affairs of the Lehigh Valley, took an active part with other persons in establishing a library. Several hundred volumes of promiscuous books were collected and a successful reading-circle amongst the young people was kept up until May 1891, when the books were presented to the High-school and added to its collection. The room was in a building on Church street, west of the Town-Hall, where a cigar store is now conducted.

**BRASS BAND**—About 1845, a band of music was organized in the village with John Thomas as leader and the last survivor was Samuel Thomas. It continued until 1854, when Samuel Thomas and other principal players removed to Hokendauqua. The instruments were made of brass, some of which were very large and attracted much attention not only on account of their size but of the great volume of tone produced by the strong-winded players. The slide-trombonists were placed in the front rank, and in their sliding movements reached out so far at times that the little boys, who walked along in a listless, wondering manner, would be shocked with a bump head-foremost if they didn't keep their distance.

**TEMPERANCE SOCIETIES**—David Thomas was particularly solicitous of establishing the practice of temperance in the growing community and encouraged his workmen to sustain his efforts in this behalf. Two lodges were organized, one for adults called the *George Crane Division*, and the other for boys, called the *Crystal Fount Section, No. 2*. The members upheld the movement in an active manner for twelve years until 1857. It may be remarked that the young men who became identified with this beneficent cause kept clear of the baneful influence of liquor in their later years.

**POLITICAL ANIMOSITY**—As elsewhere, political animosity manifested itself in this vicinity in var-

ious ways on different occasions. I submit three instances of the many that might be given.

**SPIKED CANNON**—The *Allentown Democrat*, in November, 1844, contained the following item relating what the Whigs had done to the Democrats right after the State election which resulted in their defeat at the polls:—"The Democrats found their cannon spiked when about to fire it off on Saturday afternoon in honor of their late victory. This shows to what means the 'coons' will descend to get revenge. We would caution our friends to be on the look-out, for we would not trust them in our hen-coop."

**SALT RIVER PARADE**—But the Democrats could also show feeling against the Whigs in 1858. The fight during the campaign and at the polls was bitter, and being successful as a matter of course, they had to ridicule the foe by taking them up "Salt River." Those at Catasauqua therefore got up a badge and distributed it throughout the community for the amusement of the participants in the political jollification; which made the announcement of the proposed excursion in the following interesting manner, even if it was sarcastic:—

BOUND FOR LECOMPTON RETREAT  
at the head of  
FREE TRADE RIVER.

The slow southern steamer Old Buck will leave for Lecompton Retreat at the head of Free Trade River from Biery's-Port on Monday morning next, October 25th, at sunrise:—

|                              |              |
|------------------------------|--------------|
| Commander and Dictator ..... | Bill Biery   |
| First Mate .....             | Old Sol      |
| Second Mate .....            | Wash Bogh    |
| Steward .....                | Charley Beck |
| Clerk .....                  | Al Woolever  |
| Engineer .....               | Jake Bogh    |
| Fireman .....                | Jack Heinley |
| Cook .....                   | Jake Kester  |
| Bar-keeper .....             | Ike Miller   |
| Purser .....                 | Joe Laubach  |

|                               |                |
|-------------------------------|----------------|
| Pilot .....                   | J. Gross       |
| Barber .....                  | Lew Bogh       |
| Physician .....               | Josh Siegfried |
| General Ticket Agent .....    | Jim Schall     |
| Boot-black and watchman ..... | Joe Lazarus    |

A colony is to be established at the head of Free Trade River where the worshippers of Old Buck can worship him at their heart's content and where all who are willing to bow the knee and submit to his Lecompton Test are invited to settle—with the understanding however that no settlers will be allowed to advocate Home Protection or be unwilling to labor for 10 cents a day.

It is understood that the small great men of the Old Keystone, including the Joneses, the Biglers, the Dewarts, the Landys, the Phillipses, and the Leidys have already gone in advance.

The steerage will be reserved for the small-fry politicians in Allentown who subscribe to Lecompton.

For further information inquire of A. S. S. Bridges, Allentown, and at the post office at Biery's-Port, just below Catasauqua.

Doylestown, Oct. 20, 1858.

**FEDERALIST DENOUNCED**—Thomas Barr, a resident of Allen township, represented Northampton county in the State Legislature in the year 1852-53, and he was elected as a Federalist or Whig. His actions at Harrisburg excited the ire of the *Allentown Democrat*, which was led to criticise him in the following manner:—

The citizens of the county (Lehigh) are now witnessing, if they have not been made to feel, the evil consequences resulting from the election of Federalists to the Legislature by our sister Northampton; and the Democracy of the latter county have the very questionable gratification of knowing that her representatives are laboring zealously to prostrate the best interests of a neighboring constituency.

With true Federal instinct, her representatives cling to and support monopolies, just as naturally as a "nigger takes to a banjo"—vide Mr. Barr's course in the matter of the Catasauqua & Fogelsville R. R. He seizes every opportunity to bring it up in the House. Scarcely a bill is read but he springs up with an amendment to strike out all after the enacting clauses and insert a bill to authorize the Lehigh Crane Iron Co. to build a railroad to their ore mine, lease quarries, etc. A more iniquitous proposition, we venture to say, has rarely been introduced into our Legislature. Without regard to private rights, and for the benefit only of a mammoth iron company, the Legislature is asked to cut up the farms of a rich agricultural region that this company may enjoy a still greater monopoly of the iron business.

We cannot believe that the Legislature will inflict such injustice upon the other furnaces along the Lehigh, or upon those whose property it is proposed thus to cut up and sacrifice. We cannot believe that justice has yet flown from our Legislative halls, and hence we cannot believe that a project more iniquitous than the famous Gettysburg Railroad will be fastened upon a portion of our citizens.

A charter was nevertheless secured in 1854, and the railroad was found a great benefit to the townships through which it was constructed, in that it relieved many miles of the public roads from the hard and injurious travel by the numerous ore teams in transporting many thousands of tons of iron ore from the mines of the Crane Iron Co. to its large and prosperous works in Catasauqua. These roads were rendered almost impassable during the wet seasons before the construction of this railroad, for upwards of ten years, and the persons mostly affected were the adjoining farmers, though many of them received large royalties and benefits far beyond what they otherwise might have realized from cultivating the land.

The first efforts in this behalf had been made by securing an Act of Assembly, dated April 5, 1853, which authorized the following commissioners to establish and maintain the Catasauqua and Fogelsville Plank Road, and the Lehigh Crane Iron Co. to subscribe for stock:

Jacob Dillinger  
Samuel Sieger  
Aaron Guth  
David Thomas

Owen Rice  
Jonas Biery  
Phaon Albright  
James W. Fuller  
Charles W. Cooper

Finding that the plank-road was an impracticable enterprise, an Act was passed April 20, 1854, authorizing this company to construct and maintain a railroad instead of a plank-road.

MEXICAN WAR—During the Mexican War, two men enlisted from here: Levi Kraft (a tinsmith who worked for C. G. Schneller), and Horatio Good (who lived up the river). They went to Mauch Chunk and

there joined their company; then to Wilkes-Barre, and by canal to Harrisburg, thence to Pittsburg, thence by river steamer to New Orleans. Both of these lived to come back, wearing their peculiar uniforms of the army at that time, with caps like a coal skuttle, decorated with metal chains. Kraft afterwards served three years (1861-64) in the 47th P. V. Reg. and died a few years ago at Dayton's Soldiers' Home. Good went overland to California and was killed by the Indians.

Several enlisted men from Allentown returned from Mexico at the same time; but one, John Kuhn, was missing. A year afterward, he returned but the cruelties of a Mexican prison had made him insane. His home thereafter was in the Lehigh county poor-house. Every year for 25 years, in his Summer vacations, he visited Catasauqua in his old uniform, hat bedecked with flowers and a cavalry sword hung at his side, clanking on the pavement; and to the time of his death he was known only as "Mexico John." No one would think of molesting him in any way; the people showed respect for him, and encouraged him in his innocent amusement.

**INCORPORATION**—Application was made to the Court of Quarter Sessions of Lehigh County on April 3, 1851, for the incorporation of Catasauqua into a Borough. The decree of the Court was made Feb. 1, 1853, which provided as follows:

That the village of Catasauqua, and the territory in and around the same as comprised within the following boundaries, to wit: Beginning at a point in the River Lehigh at low water mark, thence through land of Paul Faust, on the line dividing the said county of Lehigh from the county of Northampton, to the public road leading from bridge to Howertown, thence down the said road in the middle thereof, to a stone corner between lands of George Breinig and Henry Kurtz, thence on the line between the said lands of the said Breinig and Kurtz to Catasauqua creek, thence down said creek the several courses and distances thereof to its junction with the River Lehigh, thence up the said River Lehigh, the several courses and distances thereof at low water mark to the place of beginning, be and the same is hereby de-

clared a body corporate in law, under and subject to the provisions, requirements and enactments of the Act of Assembly, entitled, "An Act regulating boroughs," approved April 3, 1851, to be known and designated in law and otherwise as the borough of Catasauqua, and shall constitute a separate Election and School District, subject to all the laws now in force regulating such districts. The election for borough officers is hereby directed to be held on the third Friday of March annually, at the public house now in the occupancy of Charles Nolf, until removed therefrom according to law.

While the town was being incorporated there were many signs of activity and immediately afterward the Town-Council proceeded energetically with grading the streets and smoothing off the rough places preparatory to paving. New buildings were going up, among them the three-story brick hotel of Solomon Biery, fronting on two streets near the old stand; the hotel, store and dwelling of William Gross on the opposite corner, he having secured a license at the last Court; and a bridge over the Lehigh river on the site of the old chain bridge. The Crane Iron Works were in full blast with five furnace stacks in constant operation.

FIRST OFFICIALS—Election officers were appointed who were directed to conduct the election "which shall be opened only to citizens legally entitled to vote who reside within the territory mentioned" in the decree. The first officials elected were the following:

*Chief Burgess*—David Thomas.

*Town Council*—Jesse Knauss, William Biery, Joshua Hunt, Jr., Joseph Laubach, John Clark.

*Street Commissioners*—Morgan Emanuel, Jonas Biery.

*High Constable*—Charles Siegley.

*Auditor*—John Williams.

*Judge*—Isaac E. Chandler.

*Inspectors*—David G. Jones, Augustus H. Gilbert.

*Assessor*—Levi Haas.

*School Directors*—James Ginder, Owen Rice, Charles Nolf, Charles G. Schneller, George W. Klotz, James Wilson.

*Justice of the Peace*—John Hudders.

*Constable*—Joseph Lazarus.

NAME—Catasaqua is a compound word meaning "dry-ground" in the dialect of the *Lenni-Lenape*

tribe of Indians who first inhabited this section of country.

“*Catasauqua*” means the earth is thirsty; and “*Gattoshaci*,” wants rain, which indicated in their language that the vegetation hereabouts suffered for want of rain. The creek, which empties into the Lehigh river at the south end of the borough, was therefore called by this name. On some of the earliest maps of the land hereabouts it was called *Catasauqua*; and on others, *Mill-creek*, because a mill had been erected along its head-waters by Thomas Wilson in 1735.

The Irish settlers recognized this parched condition of the ground and absence of vegetation between the river and Shoenersville, and therefore avoided the locality. This peculiarity still prevails.

HANOVER TOWNSHIP—Hanover township was established Aug. 15, 1798, out of the southern section of Allen township, and was a part of Northampton county until the erection of Lehigh county in 1812, and the county line, as then established, extended from a point on the east bank of the Lehigh river, opposite the outlet of Coplay creek, almost at right angles with the river, along the northerly line of Hanover township, and included the western half of the township; and the site of the village of Biery's-Port occupied the N. W. corner of it. Doubtless its location led the active persons, interested in the erection of the new county, to establish the line so as to include the village, in order to give its inhabitants and property-holders convenient communication with the county-seat at Allentown.

FIRST TAXABLES—The population increased rapidly from the founding of the town, and in 1853 the following persons owned property here:—

George Andrew, tailor  
John Albright

Daniel Davis  
Reuben Dilgard  
George Deily

Nathan Andreas  
 William Biery, carpenter  
 Solomon Biery  
 Joseph Brown, tailor  
 John Boyer  
 Hugh Bratton, laborer  
 Jonas Biery  
 Daniel Biery  
 Jacob Beil  
 Aaron Bast, carpenter  
 John Brobst  
 William Bayard  
 Charles Becker, minister  
 Washburn Bough, boat-builder  
 Lewis Bough  
 Lucinda Biers  
 Stephen Biers  
 David Beidelman, weaver  
 Christian Bough  
 Amos Buchmier, tailor  
 John Clark  
 Samuel Colver  
 William Cramsey  
 Jacob Christ  
 Charles Deiler  
 Noah Davis  
 Joshua Hunt  
 William Jones  
 John James  
 David D. Jones  
 Aaron Koch  
 Owen Kuntz, blacksmith  
 Jesse Knauss, liveryman  
 Widow Kreider  
 John Koons, blacksmith  
 Anthony Knapp, mason  
 William Kratzer  
 Reuben Kratzer  
 Henry Kurtz  
 Samnel Koehler  
 James Kerr  
 A. Kromer  
 Joseph Lichtenwallner  
 James Lackey, merchant  
 Widow Leibert  
 Joseph Laubach, innkeeper  
 S. H. Laciard, tinsmith

Jacob Deily, wheelwright  
 Fred. Eberhard, contractor  
 Morgan Emanuel  
 Samuel Evans  
 John Evans  
 Philip Fenstemacher  
 Paul Faust  
 James W. Fuller, contractor  
 Nathan Frederick, innkeeper.  
 Thomas Frederick, merchant  
 Jacob F. Fogel  
 Reuben Fenstemacher  
 Henry Fenstemacher  
 Nathan Fegley  
 George Foehler  
 Owen Frederick, cabinet-maker  
 William Fegley, carpenter  
 Augustus Gilbert  
 Henry Goetz  
 James Ginder, boat-builder  
 William Gress, merchant and inn-  
     keeper  
 Peter Hinely  
 Levi Haas  
 Henry Hock, saddler  
 John Hock  
 Frederick W. Nagle  
 Samuel L. Nevens  
 Samuel Old  
 Reuben Patterson, shoemaker  
 Jacob Ruthman, mason  
 William Romig  
 Charles W. Rau, saddler  
 John Roth  
 Samuel Romick  
 Patrick Roney  
 Jacob Leem, shoemaker  
 Simon Sterner, machinist  
 Jonathan Snyder  
 Charles G. Schneider, mason  
 Charles Sigley  
 William Stillwagon  
 Nicholas Snyder  
 Samuel Still  
 Owen Swartz  
 Solomon Swab  
 James Snyder

|                             |                           |
|-----------------------------|---------------------------|
| John Laubach                | Peter Sheckler            |
| Laciar & Co., merchants     | George Snyder             |
| Jonas Lilly                 | Joseph Troxell, shoemaker |
| Robert McIntyre, contractor | David A. Tombler          |
| Widow McAllister            | David Thomas              |
| John McIntyre               | David Thomas, Jr.         |
| Peter Morey                 | John Thomas               |
| Jacob Miller                | Samuel Thomas             |
| William McLelland           | Maria Troxell             |
| William Miller, merchant    | Widow Wyman               |
| William Minnick             | David Williams            |
| John Machette               | E. P. Weiss, merchant     |
| William McLelland (3d)      | Enos Weaver               |
| William Neighley, carpenter | John Wilson               |
| James Nevens                | Henry Youndt              |
| David Neighley              | Enoch Youndt              |

Among the tenants at this time were Moses E. Albright and William Steckel, merchants; Henry Bush and Charles Nolf, innkeepers; Benjamin Bush, miller; William Tice, carpenter; Cornelius Earle, minister; and Franklin Martin, physician.

In consequence of necessary grading and at heavy excavations in streets, and the building of a lock-up, the debt of the borough at the end of the first fiscal year amounted to \$3,200; and in consequence of paying land damages for the opening of streets, interest, and further grading, the debt on the 1st of April, 1855, amounted to \$4,000. On the 1st of April, 1863, it was \$5,000, and from that time forward for a number of years the receipts were not sufficient to pay the interest and current expenses, leaving an annual deficit. The expense of building the town hall and purchasing fire apparatus, etc., amounted to \$22,000; and there being an average annual deficit of \$700, the debt was found in April, 1874, to be \$36,609. The tax-levy had never amounted to more than \$3,300 prior to 1874, but in that year the triennial assessment showed a valuation of more than double the previous assessments, and thus met a long-felt want, increasing the tax-levy so as to pay current expenses.

The town hall was built in 1868, by Fuller & Graf-fin, whose proposal therefor was \$11,500, but the ultimate cost was \$14,000, a number of changes from the original plan being made. The lower floor is occupied by the Phoenix Fire Co. The second floor has been altered for a Council Chamber, and office of the tax and water departments.

**BOROUGH EXTENDED**—The borough was extended in 1895 by annexing a part of Hanover township which lay to the north and east, and was described in the proceedings as follows:—

Beginning at a point in the center of the Catasauqua creek which is in the present boundary line of the borough; thence along said line north 88 degrees and 42 minutes west 192 feet, more or less, to a stone, and south 59 degrees and 28 minutes west 1084 feet and 6 inches to an iron pipe, in the center of Howertown Road; thence along said line and the center of said Howertown Road north 50 degrees and 13 minutes west, 464 feet and 4 inches to an iron pipe in the centre of said Howertown Road, said iron pipe being also in the line dividing Lehigh county and Northampton county; thence along said county line north 70 degrees and 12 minutes east 1412 feet, more or less, to a point in the said Catasauqua creek; and thence down said creek, the several courses and distances thereof to the place of beginning.

**WARDS ESTABLISHED**—The petition of 49 citizens of the borough was presented to the Court on April 11, 1876, praying for a division of the borough into two wards for the purpose of facilitating elections and of securing a fair representation for each section in the Council and School Board. The Court appointed Eli J. Saeger, J. F. Newhard and W. B. Powell as commissioners, who viewed and considered the premises, and recommended a division of the borough into two wards as prayed for. The Court confirmed their report, and on Jan. 19, 1877, filed a decree, dividing the borough into two wards, named respectively First Ward and Second Ward, and giving the boundaries of each.

In 1909, an application was made to extend the borough limits on the east, so as to embrace what was

commonly known as East Catasauqua, containing 435 acres; and after due proceedings the decree of annexation was made Oct. 3, 1909, and the territory was constituted the 3rd Ward. The commissioners were William Weisley, John R. Tait and James T. Davis.

In 1911, the 2nd Ward was divided into two parts, and the eastern part was constituted the 4th Ward. The commissioners were H. W. Hankee, Harvey H. Knerr and Samuel Heilman.

LINE ADJUSTED—The northerly line of the borough was fixed on the northerly line of Hanover township in Lehigh county, which was also the southerly line of Allen township in Northampton county; and this borough line also became the southerly line of the borough of North Catasauqua.

This line was in dispute for many years, and as a consequence many taxpayers and voters were in doubt as to where they lived. Therefore commissioners were appointed by the Court of Quarter Sessions of Lehigh county, and they filed their report but it was set aside on January 6, 1889.

Subsequently, another set of commissioners was appointed by the joint action of Lehigh and Northampton counties, and after giving the matter a thorough investigation they established the line according to the evidence secured and submitted their report to both Courts, which was confirmed and so this long-standing controversy was settled. Their report was as follows:—

Maj. Samuel D. Lehr of Allentown, Birge Pearson of Easton and Thomas S. McNair of Hazleton were appointed as commissioners to locate the correct boundary line between Lehigh and Northampton counties north and east of Catasauqua over which there has been a dispute for many years. They set about their difficult task in a proper way, examining old records, maps and reports, hearing testimony and taking measurements in this behalf, and then located the line; and they reported their proceedings in this behalf, accompanied by three charts which show the line along the east end of Hanover township, the line on the north side of Hanover township and Catasauqua, and

also the line in an enlarged form through Catasauqua to indicate how individual properties are cut through.

Allen township in Northampton county was erected in 1797 from a point in the Lehigh river to the road leading from Hanoverville to Bath, on lands of John Fogel, now Daniel Fogel, where the Monocacy creek crosses the road; which point the commissioners established by an affidavit of Daniel Fogel, who is now 85 years of age.

When Lehigh county was taken from Northampton county in 1812, the county line was extended from the intersection of Monocacy creek and the Lehigh river along the creek to the public road to the Lehigh Gap, which it follows to a point in said Allen township line. This road was changed since 1812 and the commissioners had to secure the old location and follow it to the old line on the crest of Rocky Hill, which is the northeastern corner of Hanover township.

The old Allen township line was not run since 1798. Its western end was designated as a point 20 perches south of Faust's Ferry. By the affidavits of Reuben Faust of Catasauqua and Benjamin B. Burger of Allentown, the commissioners fixed upon this point at a buttonwood tree on the east bank of the Lehigh river. These two were easily fixed upon the site of the ferry, and there the commissioners found timbers along the bank showing that a boat landing had been located there.

Having determined these points at Fogel's and at Catasauqua, the commissioners ran a bee line between the two and that line from Rocky Hill to the river as the new boundary line. It cuts diagonally through Mr. Faust's property at Catasauqua and cuts off a small corner of the Bryden Horse Shoe Works property; thence it passes north of Theodore Bachman's house and touches the bay-window of Daniel Milson's house; it crosses Adam Rau's premises so as to cut it into two equal triangles; and it also cuts off a foot and a half of a corner of the Stand-Pipe.

**BANKS**—There are two banks in the borough, the National Bank of Catasauqua and the Lehigh National Bank of Catasauqua.

**NATIONAL BANK OF CATASAUQUA**—The first banking institution was established Sept. 9, 1857, as a "State Bank" with a charter from the State of Pennsylvania by an Act of Assembly passed May 5, 1857, and an authorized capital of \$100,000; and its first officers and directors were:—

Eli J. Saeger, president.

David Thomas  
John S. Hoffman

William Miller  
Jonas Biery

Charles A. Luckenbach  
 Jacob P. Scholl  
 David A. Tombler  
 Joshua Hunt

Jonas Biery  
 James W. Fuller  
 Robert Oberly  
 Samuel Laubach  
 Jacob Fatzinger, Sr.

Melchoir H. Horn, cashier.

John O. Lichtenwallner, teller.

James W. Mickley, clerk.

Its first place of business was in the residence of Thomas Frederick on lower Front street in a room which is now used as a barber shop. The Lackey two-story brick-building on Front street, No. 139, was then secured, remodeled and made suitable for banking purposes, and in 1858 the bank was removed to it; and in that locality it continued in active operation with increasing success until 1903. In 1867, a substantial three-story brick building embracing a bank and cashier's residence was erected on the old foundation, with superior improvements to meet the demands of its business.

In 1865, it was converted into a National bank. The charter was extended in 1885 for 20 years; and re-extended in 1905 for 20 years more.

In 1903, the bank was removed to its present locality at Bridge and 2nd streets, in a substantial and stately stone building with a modern equipment for security against fire and burglary. It may be mentioned that the site was offered in 1858 free of cost to the bank by David Thomas, which was declined; but in 1903, when purchased, the price was \$13,000.

The first statement of the bank, Jan. 5, 1858, was as follows:—

| <i>Resources.</i>  |           | <i>Liabilities.</i>     |           |
|--------------------|-----------|-------------------------|-----------|
| Notes . . . . .    | \$ 89,225 | Capital Stock . . . . . | \$100,000 |
| Cash, etc. . . . . | 146,078   | Surplus . . . . .       | 690       |
| Property . . . . . | 1,433     | Circulation . . . . .   | 129,000   |
|                    |           | Deposits . . . . .      | 7,046     |
| <hr/>              |           | <hr/>                   |           |
| \$236,736          |           | \$236,736               |           |

In 1865, when it became a National bank, its financial situation was as follows:—

| <i>Resources.</i> |           | <i>Liabilities.</i>         |           |
|-------------------|-----------|-----------------------------|-----------|
| Notes .....       | \$361,105 | Capital Stock .....         | \$180,600 |
| Bonds .....       | 118,500   | Surplus, etc. ....          | 42,177    |
| Cash .....        | 196,051   | State Bank Notes still out- |           |
| Due from Banks .  | 23,634    | standing .....              | 348,532   |
| Bank .....        | 8,100     | Deposits .....              | 116,907   |
|                   |           | Due to Banks .....          | 19,174    |
| <hr/>             |           | <hr/>                       |           |
| \$707,390         |           | \$707,390                   |           |

The annual dividends since its organization have been something over seven per cent.

In November, 1913, its situation was as follows:—

| <i>Resources.</i> |             | <i>Liabilities.</i> |            |
|-------------------|-------------|---------------------|------------|
| Loans .....       | \$1,070,050 | Stock .....         | \$ 400,000 |
| Bonds .....       | 809,590     | Surplus, etc. ....  | 380,401    |
| Bank, etc. ....   | 70,000      | Circulation .....   | 197,498    |
| Cash, etc. ....   | 284,639     | Deposits .....      | 1,256,380  |
| <hr/>             |             | <hr/>               |            |
| \$2,234,279       |             | \$2,234,279         |            |

*Directors and Officers, 1914*

|                                  |                              |
|----------------------------------|------------------------------|
| Rowland T. Davies                | George B. Mauser             |
| G. B. F. Deily                   | Lucius H. McHose             |
| D. George Dery                   | Leonard Peckitt              |
| J. S. Elverson                   | Dr. H. H. Riegel             |
| Charles C. Kaiser                | Harry J. Seaman              |
| Charles E. Lawall                | Edwin Thomas                 |
|                                  | Charles N. Ulrich            |
| Edwin Thomas, president          | Frank M. Horn, cashier       |
| Dr. H. H. Riegel, vice president | H. V. Swartz, ass't. cashier |

*OFFICERS.*

| <i>Presidents</i>           | <i>Cashiers.</i>         |
|-----------------------------|--------------------------|
| Eli J. Saeger 1857-88       | Melchior H. Horn 1857-88 |
| Melchior H. Horn 1888-90    | Frank M. Horn 1888-90    |
| Frank M. Horn 1890-99       | Charles R. Horn 1890-99  |
| Owen F. Fatzinger 1899-1904 | Frank M. Horn 1899-1914  |
| Edwin Thomas 1904-14        |                          |

LEHIGH NATIONAL BANK—The second banking institution at Catasauqua, was organized in July, 1906,

with a capital of \$125,000, and the first Board of Directors was constituted as follows:—

|                      |                      |
|----------------------|----------------------|
| James C. Beitel      | James W. Peters      |
| Dr. A. J. Becker     | B. Frank Swartz      |
| H. A. Benner         | James J. Seyfried    |
| George H. Dilcher    | Charles W. Schneller |
| Wm. F. Fenstermacher | Oscar J. Stine       |
| William H. Glace     | A. H. Snyder         |
| Herman Kostenbader   | Rufus M. Wint        |
| P. J. Laubach        | Thomas Schadt        |
| Frank B. Mauser      | Dr. Daniel Yoder     |

Mr. Glace, a resident attorney-at-law, of large practice and business experience, was selected as president; Mr. Beitel, as vice president, and J. F. Moyer as cashier. All the stock was taken by residents of Catasauqua and the vicinity.

The property on the S. E. corner of Front and Bridge streets (which extended to Railroad alley, 45 by 198 feet), was purchased from the estate of James W. Swartz, deceased, and steps were taken to erect a proper bank building for business.

Temporary quarters were established on the premises of Mr. Glace at 423 Front street, and actual business was started on Aug. 1st; and the first financial statement on Sept. 4th was as follows:—

| <i>Resources.</i> |           | <i>Liabilities.</i> |           |
|-------------------|-----------|---------------------|-----------|
| Loans             | \$168,371 | Capital Stock       | \$ 97,580 |
| Bonds             | 36,247    | Surplus, etc.       | 3,218     |
| Cash, etc.        | 69,120    | Circulation         | 35,000    |
| Bank, etc.        | 2,934     | Deposits            | 140,874   |
|                   | <hr/>     |                     | <hr/>     |
|                   | \$276,672 |                     | \$276,672 |

During the year 1907-08 an attractive bank building was erected with the most approved equipment for banking purposes, with assurance of protection against loss from fire or burglary. It is two-story, built of terra cotta; the first floor commodious and convenient of access, is occupied by the bank, and the second floor is set apart for offices.

The management of its affairs during the first year showed a large increase of deposits, evidencing

that this second bank had won the support and practical encouragement of the community.

The last financial statement in November, 1913, was as follows:—

| <i>Resources.</i> |           | <i>Liabilities.</i> |           |
|-------------------|-----------|---------------------|-----------|
| Loans             | \$354,078 | Stock               | \$125,000 |
| Bonds             | 275,701   | Surplus, etc.       | 63,576    |
| Bank              | 33,000    | Circulation         | 35,000    |
| Cash, etc.        | 97,943    | Deposits            | 537,146   |
| <hr/>             |           | <hr/>               |           |
| \$760,722         |           | \$760,722           |           |

#### OFFICERS.

##### *Presidents.*

William H. Glace 1906-08

James C. Beitel 1908-14

##### *Cashier.*

Jonas F. Moyer 1906-14

The Board has continued the same with the exception that Mr. Glace and Mr. Schadt resigned. Mr. Swartz died, and Mr. Kostenbader also died and his son August was elected his successor.

**JUSTICES OF THE PEACE**—The following Justice of the Peace served in the borough from the time of its incorporation:—

George Frederick 1853-55  
 Chauncey D. Fuller 1855-65  
 Joseph Hunter 1865-70  
 William H. Glace 1870-75  
 Abraham F. Koons 1875-98  
 Edwin C. Koons 1898-1914

John Hudders 1853-58  
 George Frederick 1858-63  
 John H. Nolf 1863-65  
 R. Clay Hamersly 1865-95  
 Charles Graffin 1895-1900  
 F. Joseph Wehrle 1900-05  
 George H. Richter 1905-10  
 C. F. Roth 1906-14

Upon the subdivision of the borough into two wards in 1877, it was contended that each ward became entitled to two incumbents, and two extra continued to be elected and to officiate without protest for upwards of twenty years, when they discontinued because the Secretary of the Commonwealth decided that no more than two Justices would be commissioned in a borough

regardless of the number of wards. The extra incumbents were:—

|                             |                           |
|-----------------------------|---------------------------|
| James Courtney 1878-83      | Edwin Gilbert 1878-79     |
| Abraham N. Ulrich 1883-1910 | William J. Craig 1879-84  |
|                             | Edward D. Boyer 1884-89   |
|                             | Jacob Van Buskirk 1889-91 |
|                             | James Tait, Jr. 1891-96   |
|                             | Thomas Jones 1896-1906    |

**BURGESSES**—The following list comprises the names of the burgesses since the incorporation of the borough, and the terms of service:—

|                         |                                   |
|-------------------------|-----------------------------------|
| David Thomas 1853       | Henry Davis 1878-80               |
| John Boyer 1854         | Philip Storm 1881-84              |
| Uriah Brunner 1855      | Robert E. Williams 1885-87        |
| David Thomas 1856-57    | John W. Hopkins 1888-89           |
| William Goetz 1858-59   | Thomas Jones 1890-91              |
| A. C. Lewis 1860        | W. A. Borger 1892-93              |
| John Williams 1861-69   | Charles R. Horn 1894-96           |
| James C. Beitel 1870-71 | C. D. W. Bower 1897-99            |
| John Williams 1872-73   | Rufus M. Wint 1900-02             |
| M. H. Horn 1874         | Henry W. Stolz 1903-05            |
| George Bower 1875       | Dr. Charles J. Keim 1906-08; 1914 |
| William H. Glace 1876   | Dr. Henry H. Riegel 1909-13       |
| F. W. Wint 1877         |                                   |

**CENSUS**—The population of the borough, according to the U. S. enumeration, since its incorporation, has been as follows:—

|      |           |      |           |
|------|-----------|------|-----------|
| 1860 | .....1932 | 1890 | .....3704 |
| 1870 | .....2853 | 1900 | .....3963 |
| 1880 | .....3065 | 1910 | .....5250 |



